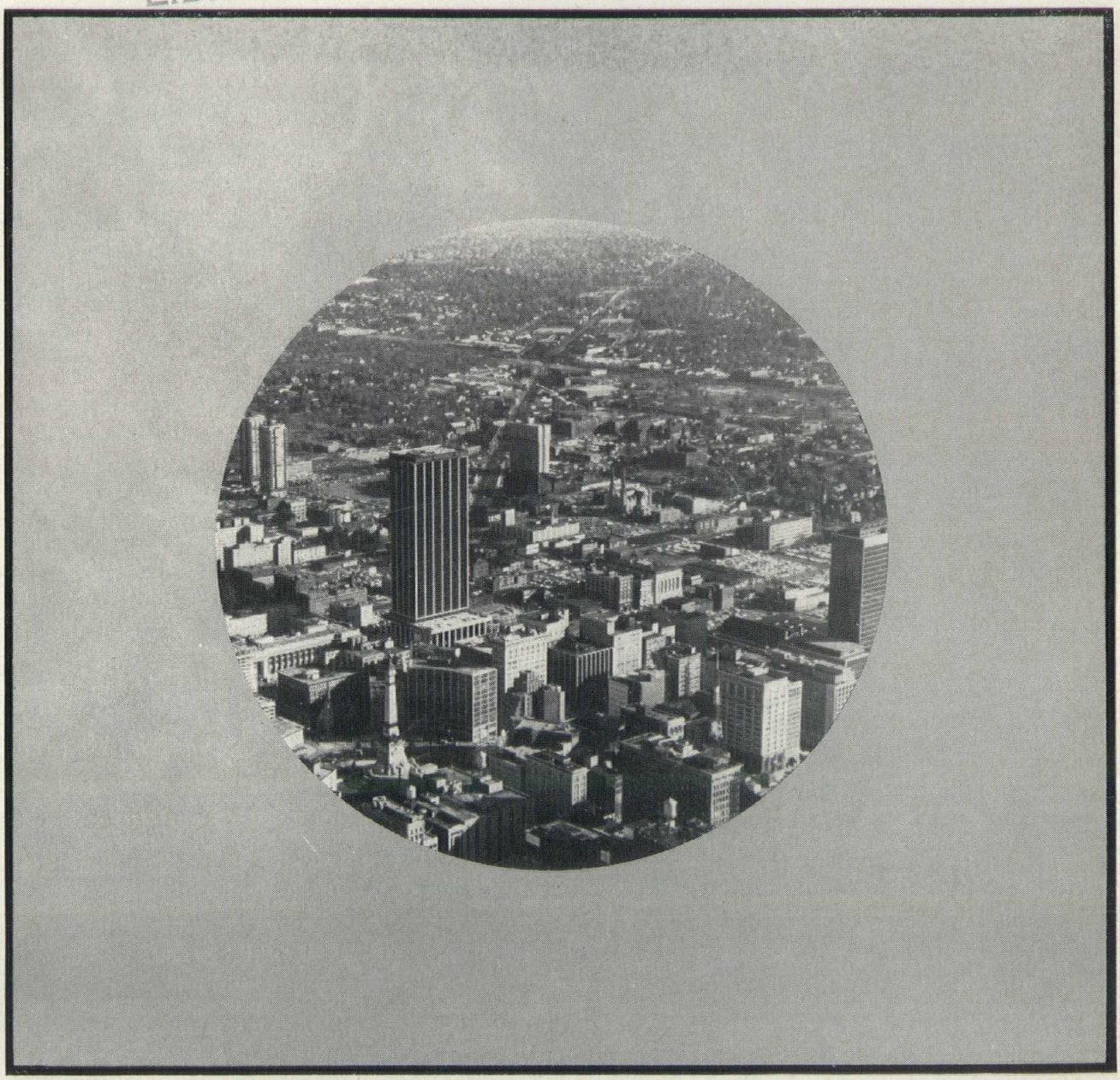
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INDIANAPOLIS INNER CITY STUDY



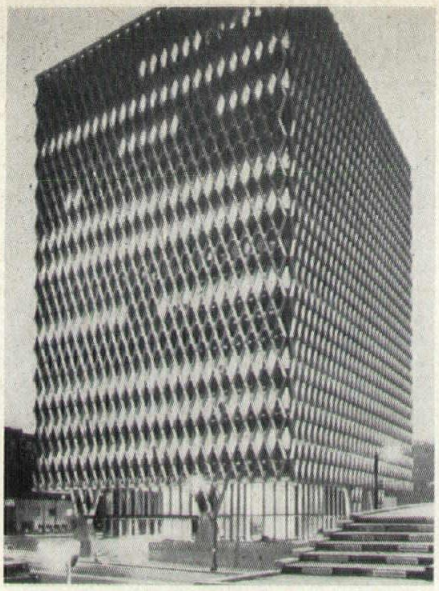
. . . seems funny Edison didn't think of it!

At some time or other Edison must surely have grabbed a hot light bulb. But apparently it never occurred to him that this heat was worth anything more than a couple of expletives. As a matter of fact, it took almost a century of scorched fingers before the engineers came up with a way to make practical use of the heat given off by electric lights.

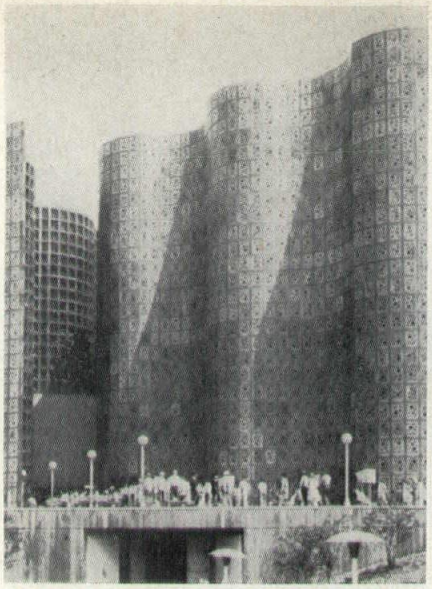
Some call this technique "Heat-by-Light." We prefer the term "Heat Recovery System." Regardless of what you call it, it works like this: newly-designed heat-transfer lighting fixtures capture up to 85% of the heat generated by the lights. With a properly engineered system, the lights can provide most of the heat needed for an entire structure.

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indiana architect

Official Journal, The Indiana Society of Architects, The Northern Indiana Chapter, The Central-Southern Indiana Chapter, and the Indianapolis Chapter of the American Institute of Architects.

MARCH, 1970 VOL. XIII, NO. 5

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Editor
DON E. GIBSON, Hon. ISA

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AWARDS IN ARCHITECTURE/1970

PURPOSE: To recognize Architects, Owners and Contractors who have made significant contributions to Architecture in Indiana from 1965 to 1970.

ELIGIBILITY: Open to all registered Architects who are members of the Indiana Society of Architects. Architect of Record must have had prime responsibility for development of the project. Projects need not be located in Indiana.

ENTRIES: Structures of any type, urban design projects, historical restorations. Project must be substantially completed by date of submission. More than one entry may be submitted, but each entry must be submitted as a separate entity. Projects which did not receive awards in the 1968 Honor Awards Program may be resubmitted.

PRE-REGISTRATION & ENTRY FEE: Each separate entry shall be pre-registered on forms provided by the Indiana Society of Architects and shall be accompanied by a check in the amount of $15.00.

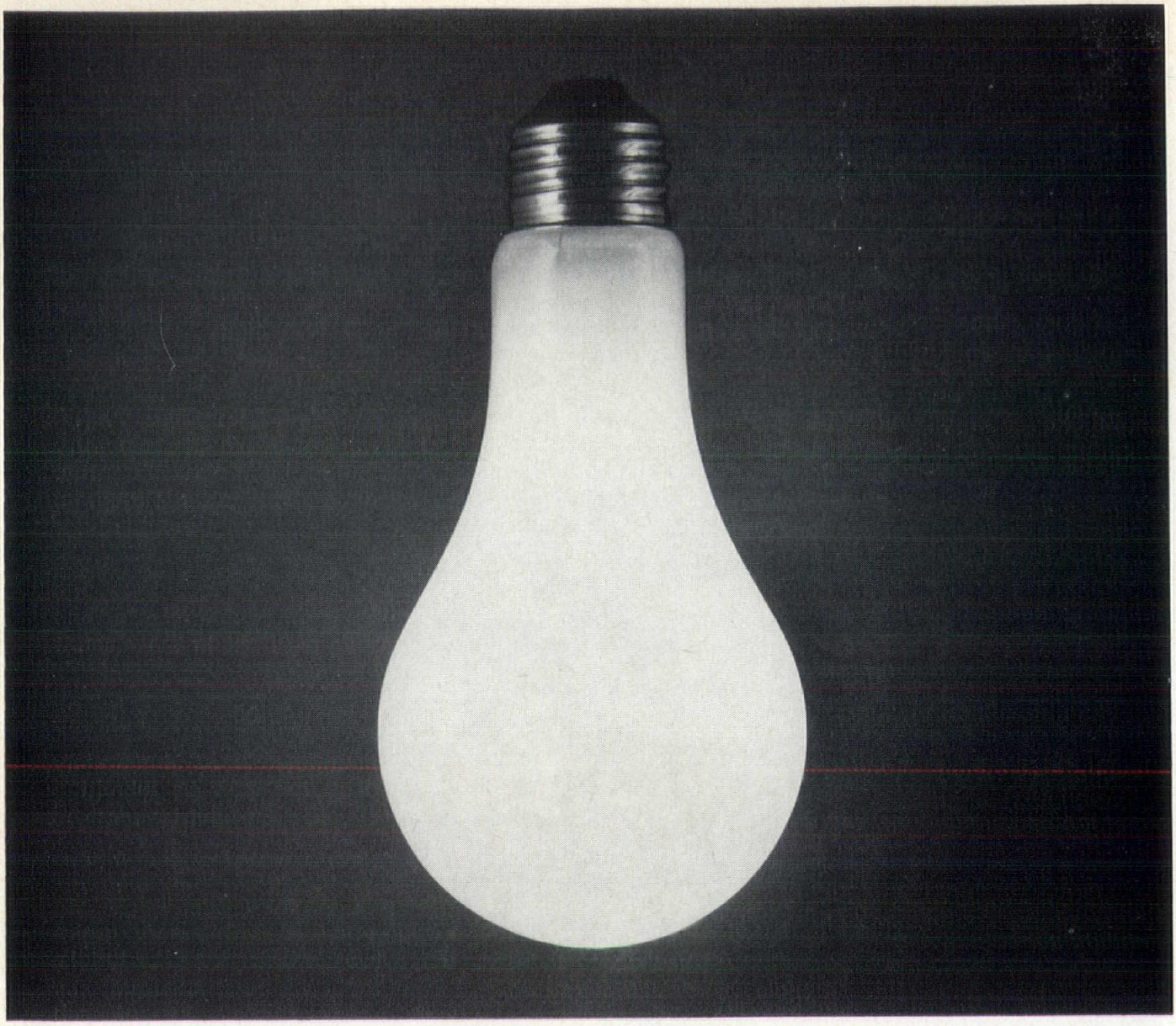
SUBMISSION OF ENTRIES: All entries must be submitted in binders to be provided by the Indiana Society of Architects on receipt of pre-registration. All entries must be submitted so as to arrive no later than Monday, September 14, 1970. Entries received after that date shall be returned unopened.

JUDGING: Will be based on contributions to the advancement of Architecture, orginality of design, construction techniques, effective and suitable use of materials, esthetic appearance, excellence within limited budgets or restricted projects, appropriateness within an urban or historical context. The nature of each project will influence the importance given to each consderation. There will be no categories of entry.

AWARDS: Shall be as determined by the Jury. Awards will be announced at the Indiana Society of Architects'Annual Convention at Indianapolis on Saturday evening, October 17, 1970. Award certificates will be presented to individual Architects, Owners and Contractors in the respective communities after the convention.

EXHIBITION: All entries will be exhibited during the Annual Convention and thereafter as determined by the Public Relations Committee.

INFORMATION: Contact the Indana Society of Architects, 300 East Fall Creek Parkway, Indianapolis, Indiana 46205.



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INDIANAPOLIS INNER CITY STUDY

COLLEGE OF ARCHITECTURE & PLANNING
BALL STATE UNIVERSITY

PARTICIPATING STUDENTS

Eric Anderson
Dave Bailey
Jim Bailey
John Baker
Mike Boles
Bill Braswell
George Clinton
Bruce Duncan
Harry Eggink
Dan Fogerty
Greg Gammons
Bob Glenn
Jim Gooden
Ed Good Knight
Bill Harper
Jack Henry
Mike Holtz
Jack Houghton
Bob Hurst
Elwood Jee
Jay Korte
Ron Lake
Dan Ludington
Mark Mattox
Norm McDermott
Terry Minor
Craig Mullins
Nelson Nave
Ron Nicholas
Barry Smith
Dale Stephens
Dave Stuhlmacher
Bear Toth
Jim Underwood
Phil Wisley

COVER PHOTOGRAPH:

Dan Fogerty

PROJECT PHOTOGRAPHS:

Greg Gammons
John Reynolds

TEXT AND LAYOUT

Tony Costello

The Indianapolis Inner City study was a ten week project undertaken by the fourth year Urban Design Studio at Ball State University's College of Architecture & Planning.

The study dealt with design and planning projects within that area of Indianapolis that will be bounded by the "Inner Loop" of the Interstate Highway System when it is completed in the mid '70s. Individually selected projects were organized under eight task-groups to facilitate and insure a comprehensive and co-ordinated overall study. The eight task-groups were: Transportation, C.B.D. Renewal, Lockerbie Square Renewal, I.U.-P.U. Indianapolis Campus, Medical Center, Canal Area Renewal, Neighborhood Renewal, and Georgia-Maryland Corridor Study.

Working with background data supplied by the Department of Metropolitan Development and other City and State agencies, as well as with information gained from on-site surveys and interviews with concerned individuals, the students established goals, priorities, and program requirements for individual projects within the frameworks established by the co-ordinating task groups.

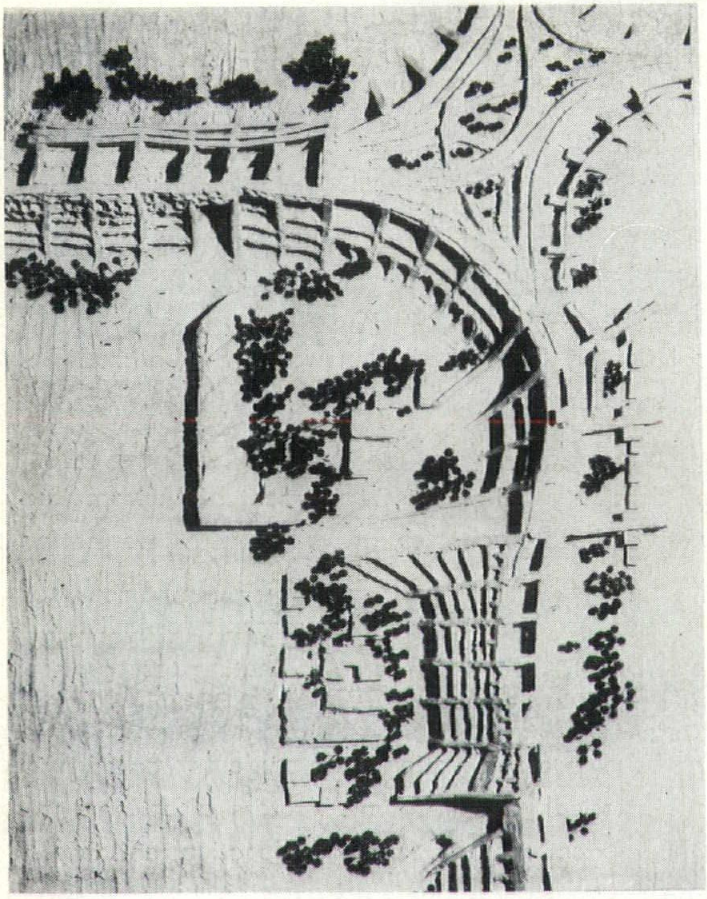
In addition to planning and design considerations, the students worked with the political, sociological, historical, and economic factors affecting their projects, as well as with the implications of financing, relocation, and implementation.

The thirty-five students who participated in the study during the fall quarter were under the direction of Anthony J. Costello, Assistant Professor of Architecture at the CAP, and visiting critics David O. Meeker, Jr., A.I.A., Director, Department of Metropolitan Development, and Don B. Perry, A.I.A., Indianapolis Architect.

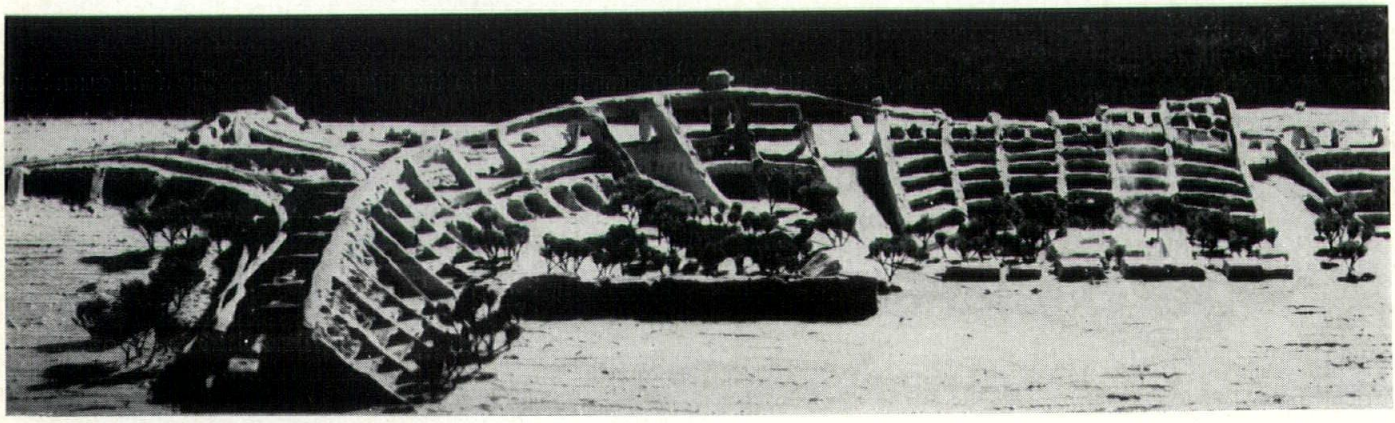
Selected projects of the study will comprise an exhibition that is to open at the Indiana State Museum early in April.

INTRODUCTION

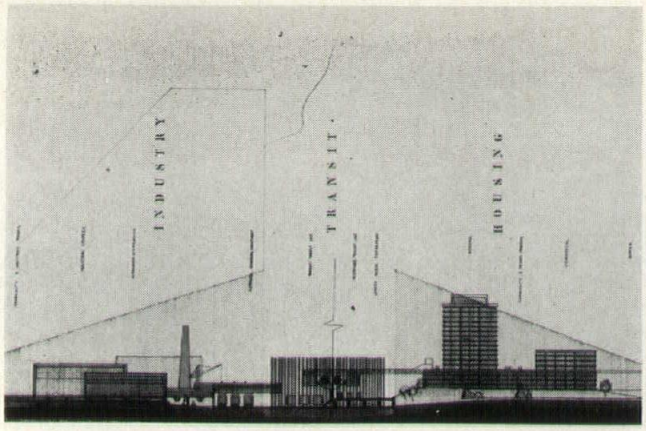


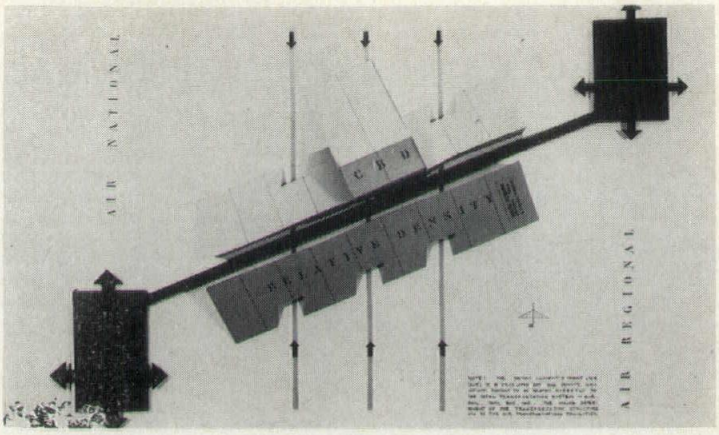


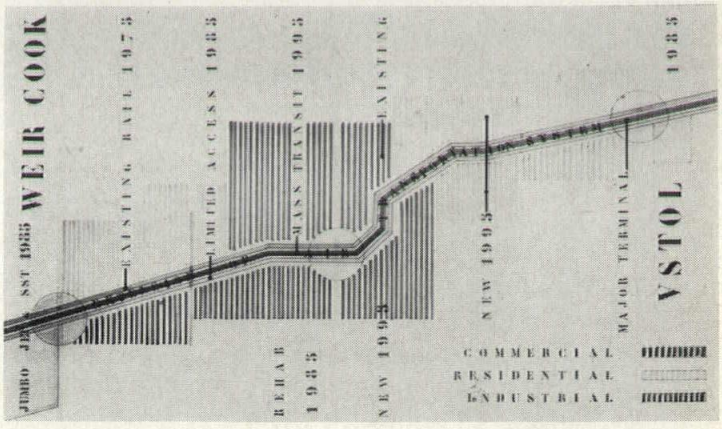
The use of the proposed Urban Interstate Highway System to form the spine of a high-density, multi-functional, linear development is the basis of Ron Nicholas' project. The plan (left) and aerial views (top & bottom) show how the multi-leveled structure is pierced by major existing streets, orients to existing neighborhoods, and incorporates a proposed interchange. The final result is a strong urban element that visually and physically defines and responds to he "Inner City."

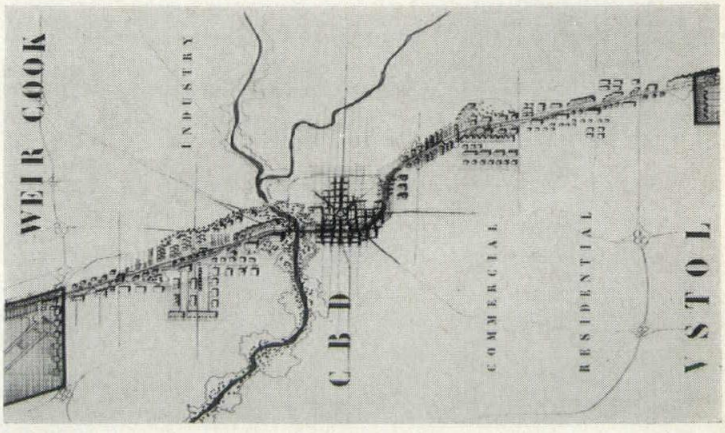


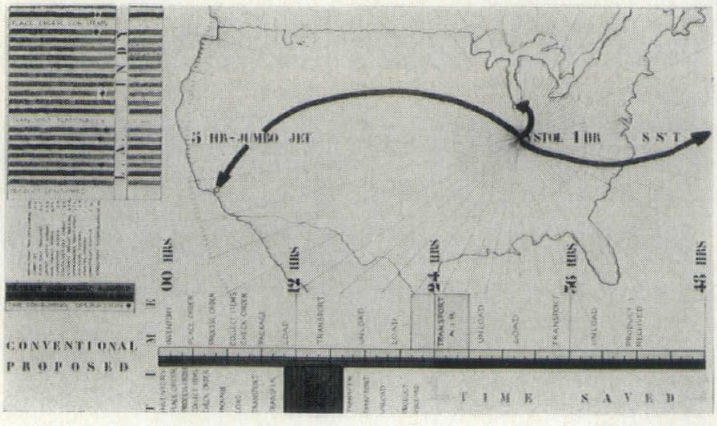
TRANSPORTATION





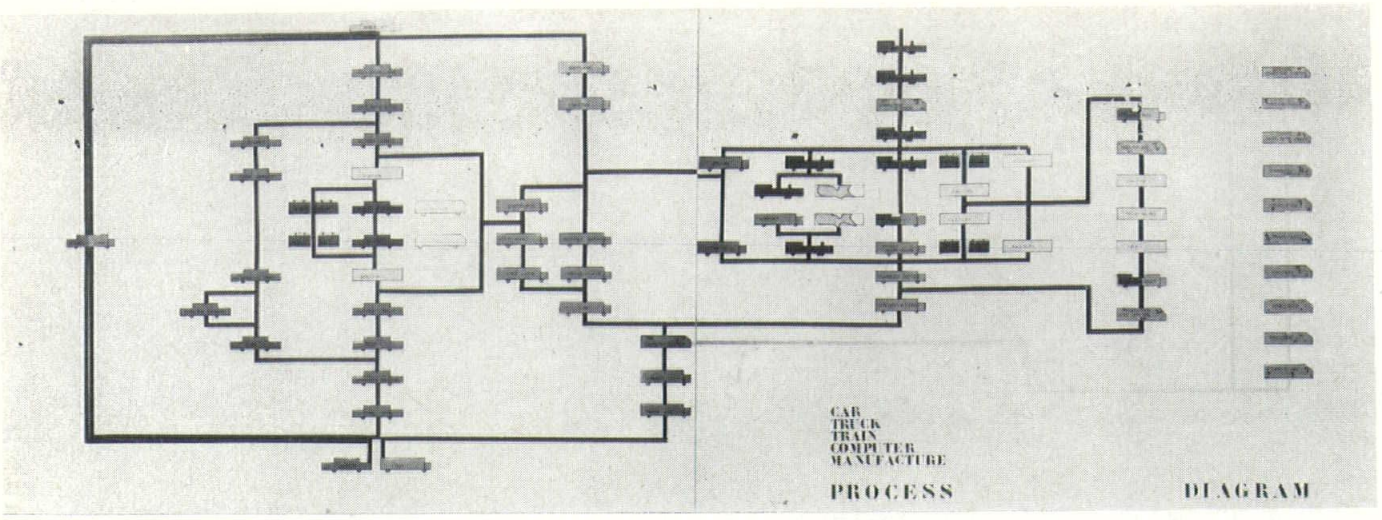


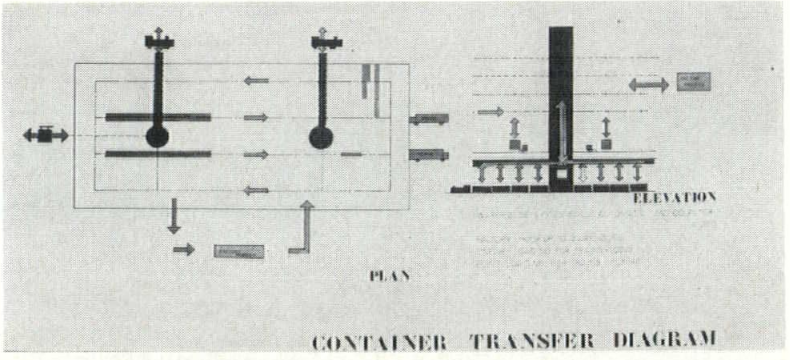


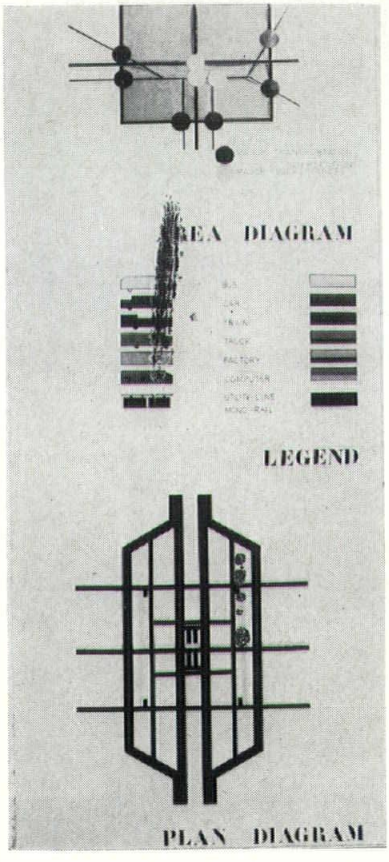


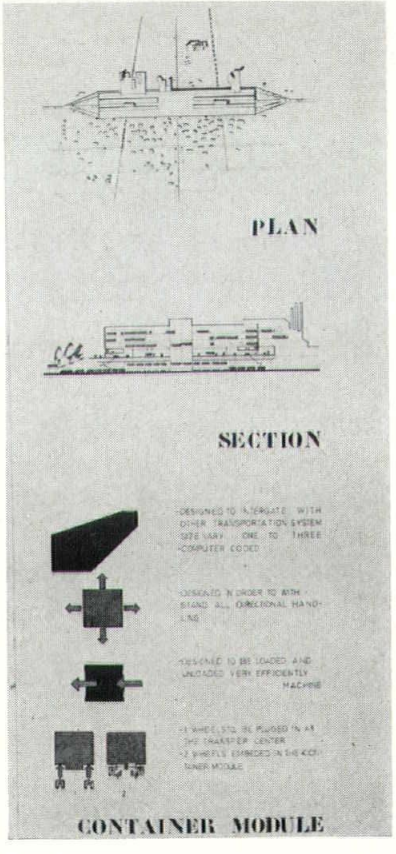
The impact of increased air travel in the next thirty years and its implications in terms of the future urban growth of Indianapolis are the main concerns of Jack Houghton's study. Concept-Character-Phasing studies (above & upper left) reveal plans for a new VSTOL airport to suppliment an expanded Weir Cook Airport as well as a rapid transit line, using existing railroad right-of-ways, to efficiently link both to the center of the city. New urban development responding to this multi-made transportation spine is evident in the studies. A time efficiency study (left) proves that ground transportation is a critical element of any total air transportation system.

TRANSPORTATION





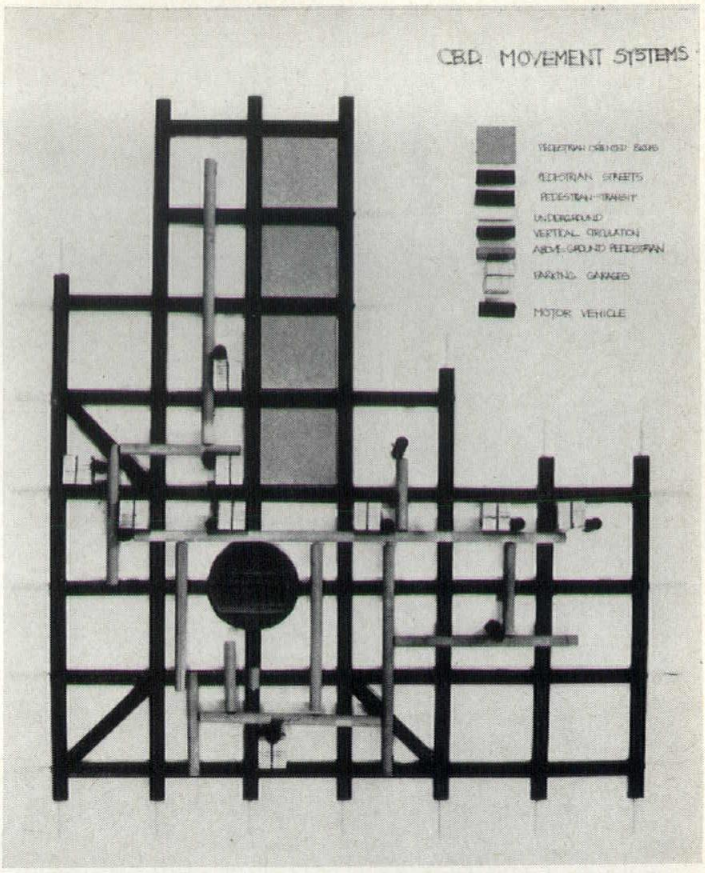


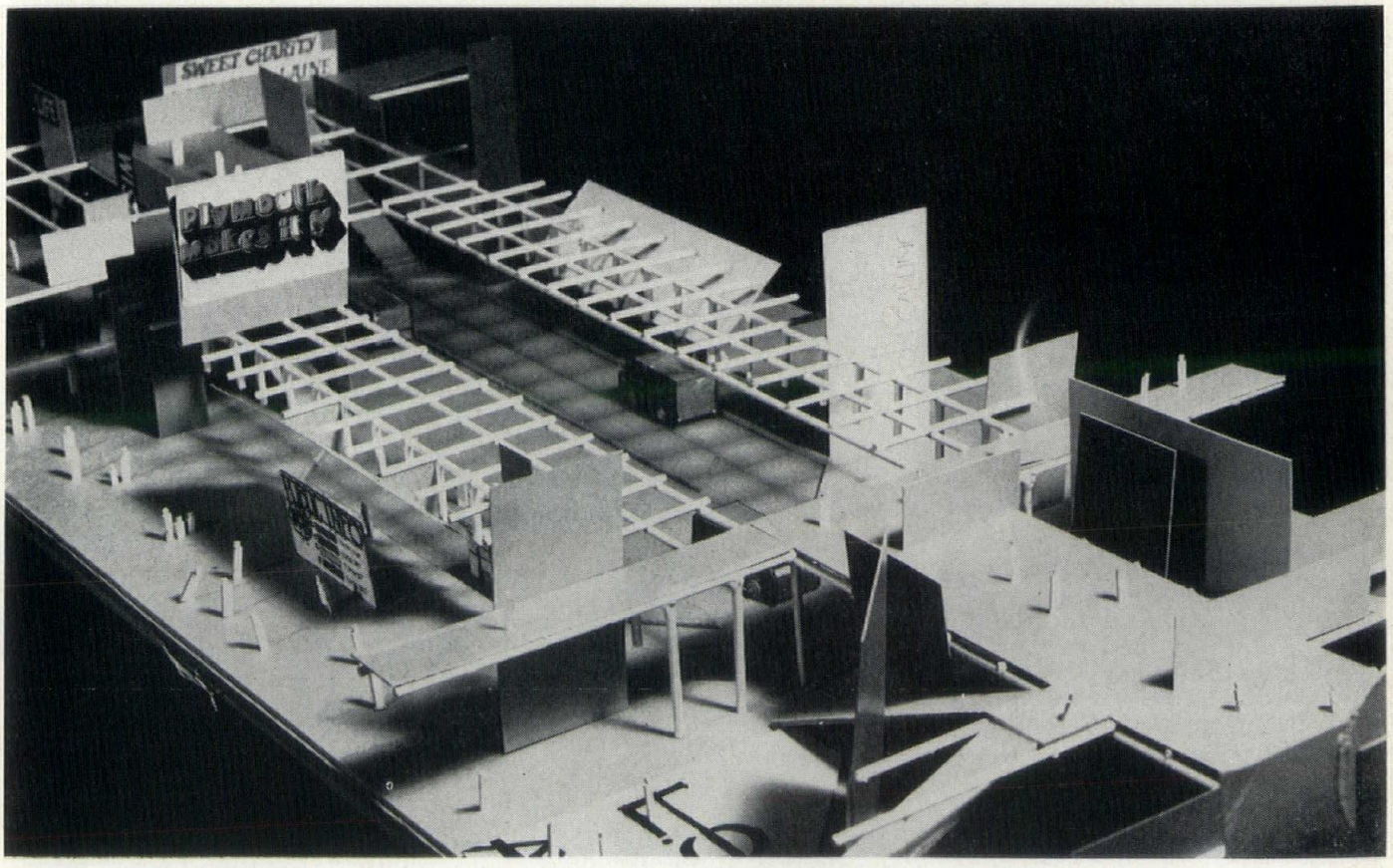


Harry Eggink's project deals with the conceptual centers design of totally automated, multi-mode, transportation transfer centers that are to be located where the proposed Interstate highway crosses over existing major rail lines (area diagram, right). The main function of the centers is to provide efficient transfer and storage of vehicles and goods that travel by road and rail. The concept and flow diagrams (top & right) illustrate the complexity of such a center and its' reliance on computer technology.

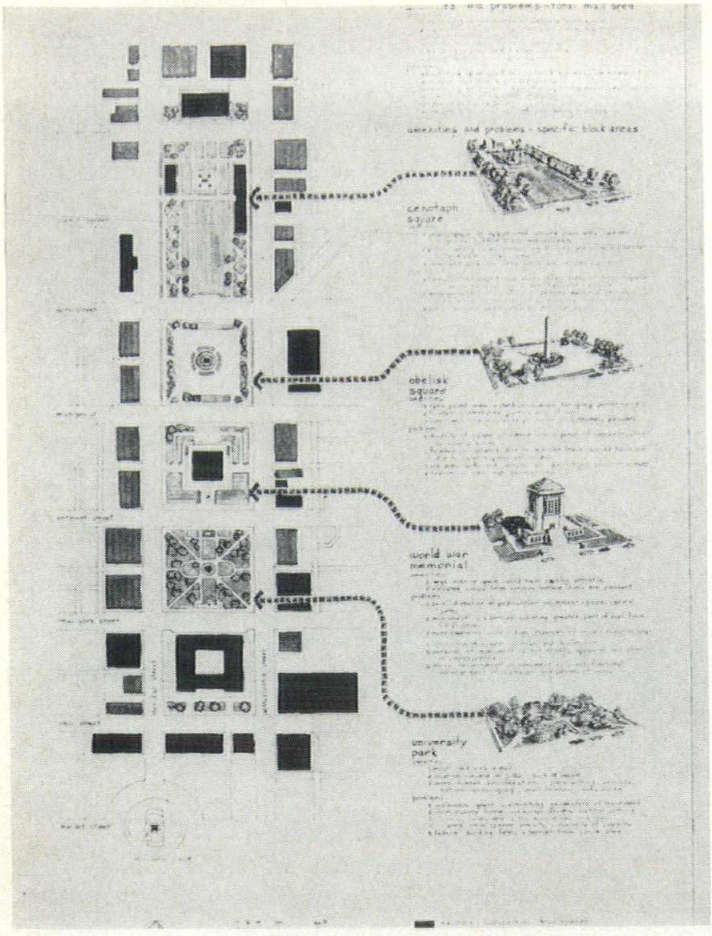
TRANSPORTATION

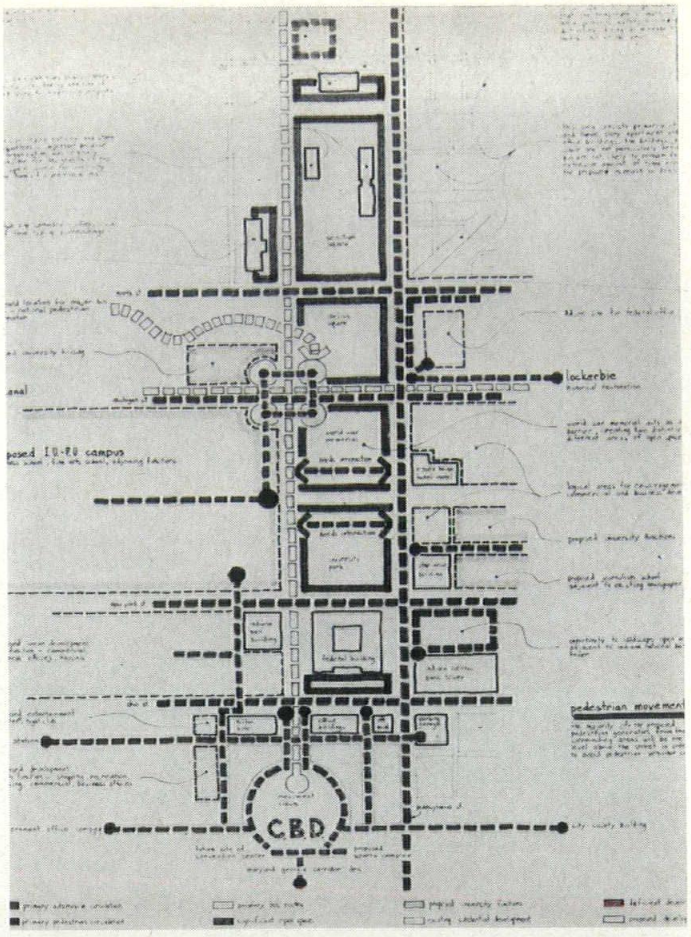
The co-ordination and design of the varied transportation systems that serve the Central Business District are the aims of Dave Bailey's project. The model (right) shows the potential of an efficient total system that segregates, yet provides vital interchange points between, a second-level pedestrian walkway sub-system, automobile and bus routes, and the major vertical transportation sub-systems serving the CBD buildings. The model (below) shows a modular bus transfer station that incorporates the pedestrain walkway and graphic display systems in order to provide an exciting, viable, yet efficient and safe, streetscape.

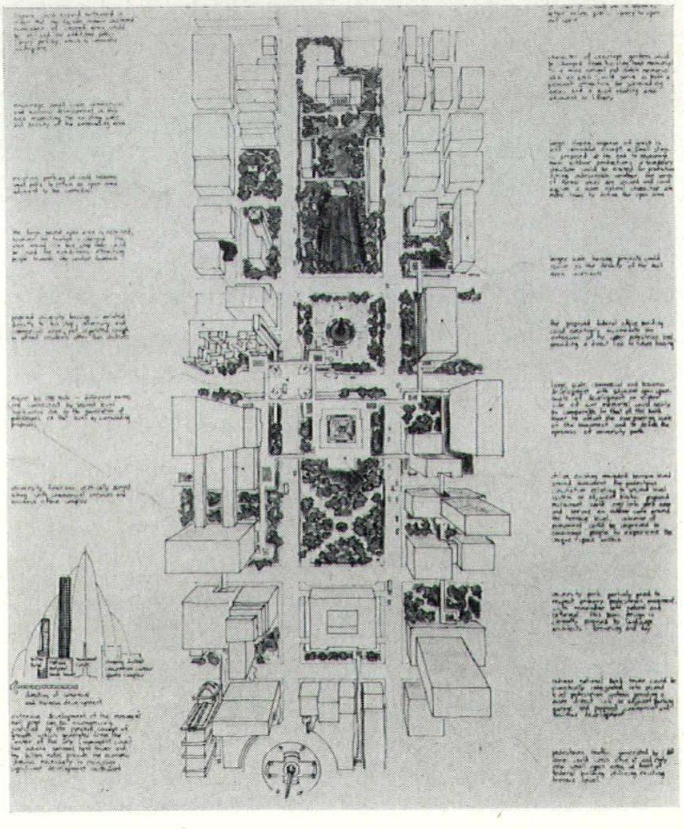




TRANSPORTATION



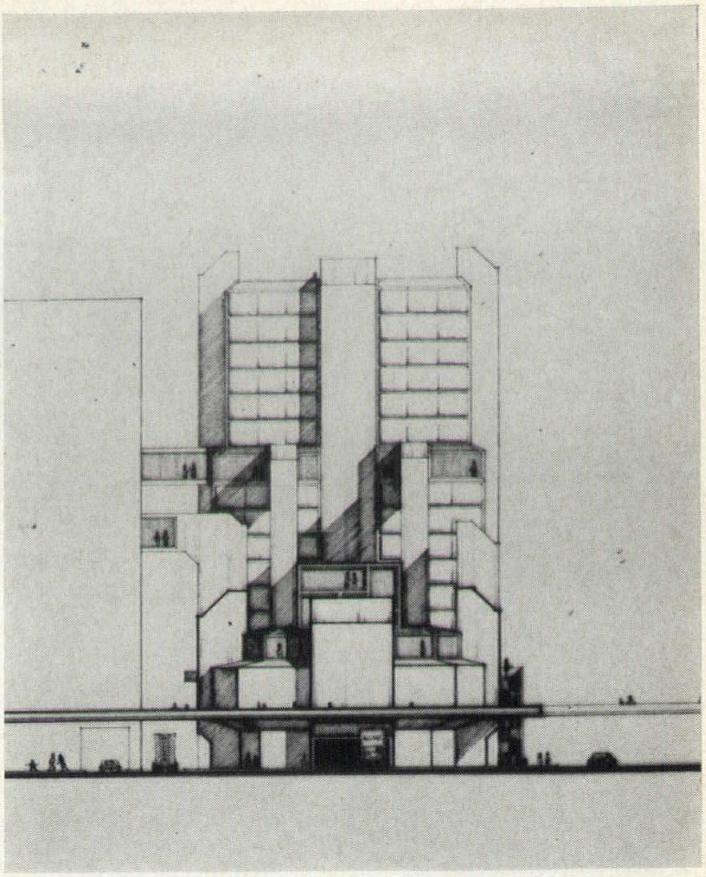


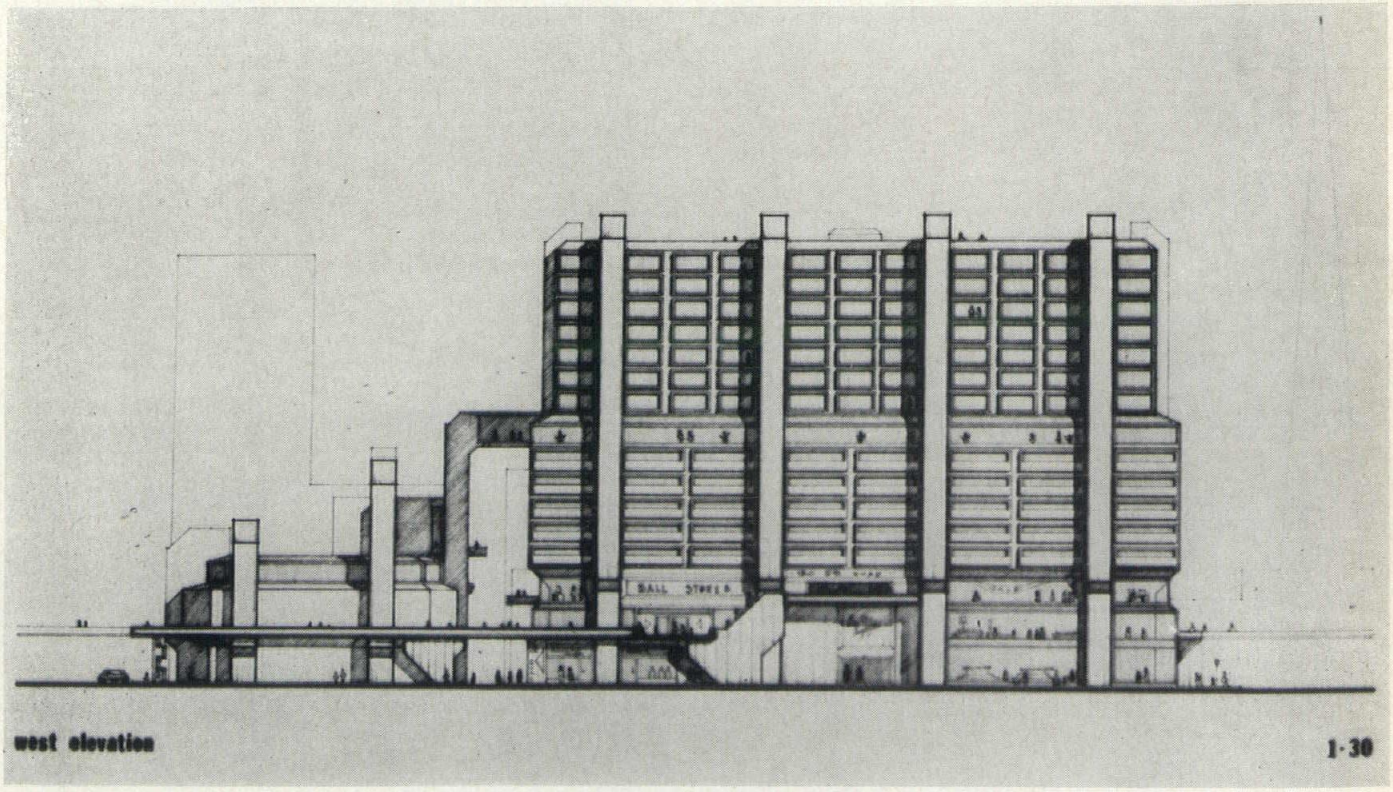


Ron Lake's design study for the potential future development of Monument Mall is based on: An analysis of existing amenities and liabilities (above), development of design objectives and priorities in an "urban design framework" (upper right), and conceptual design studies (right). The design proposal honors the existing historical significance of the Mall while developing its potential as an open space nucleus for high density, multi-functional, development north of the Circle.

C.B.D. RENEWAL

An attempt to develop a multi-functional, vertically zoned, "24 HR" use, urban structure one block north-west of Monument Circle, led Mike Boles to the design proposal whose elevation studies appear on this page. The project calls for three levels of commercial space and a threatre relating to the sidewalk and raised pedestrain level, five floors of rental office space, and a public level containing shops, resturants, and a "mini sky-lobby" that will serve the seven floors of apartments above.

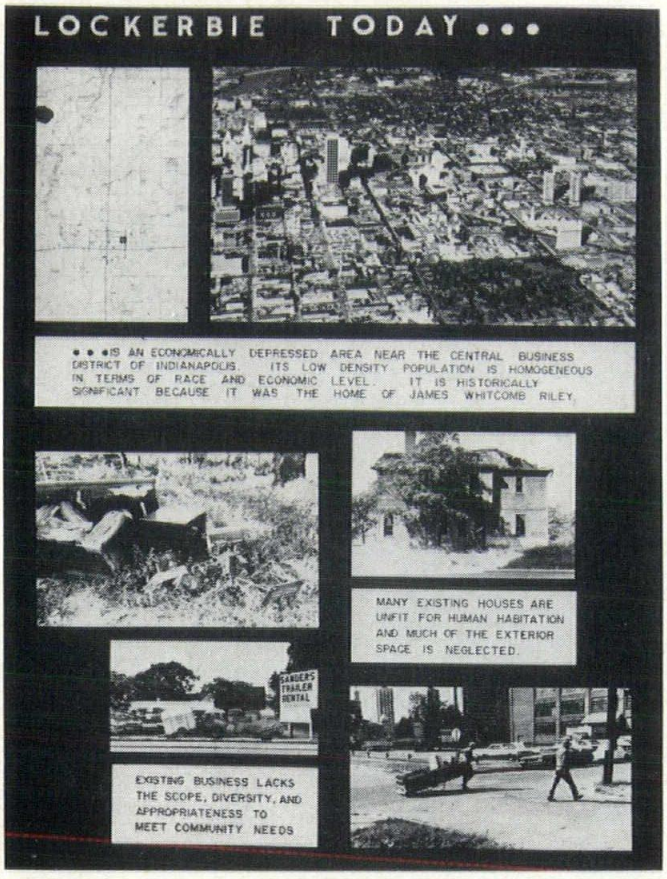


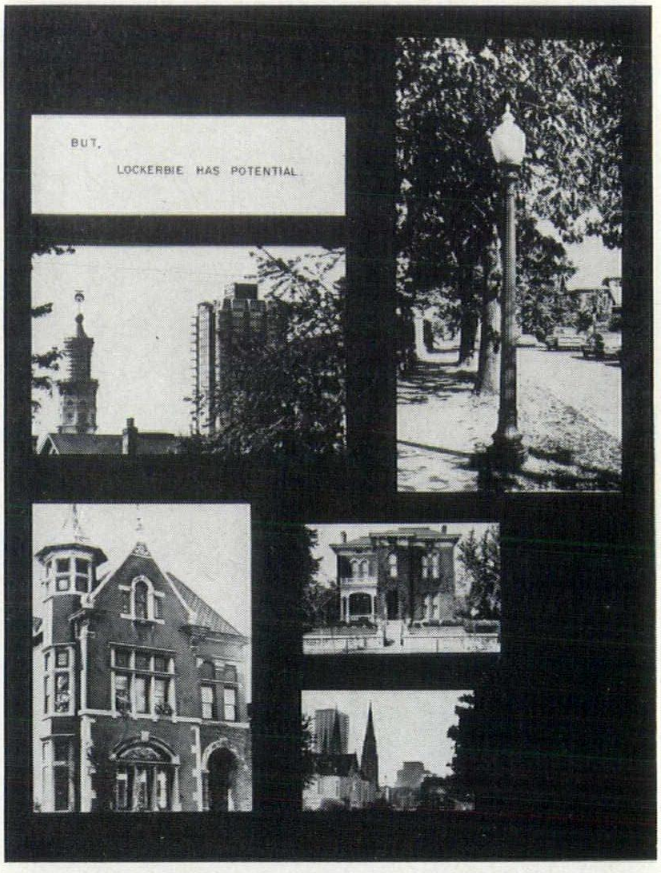


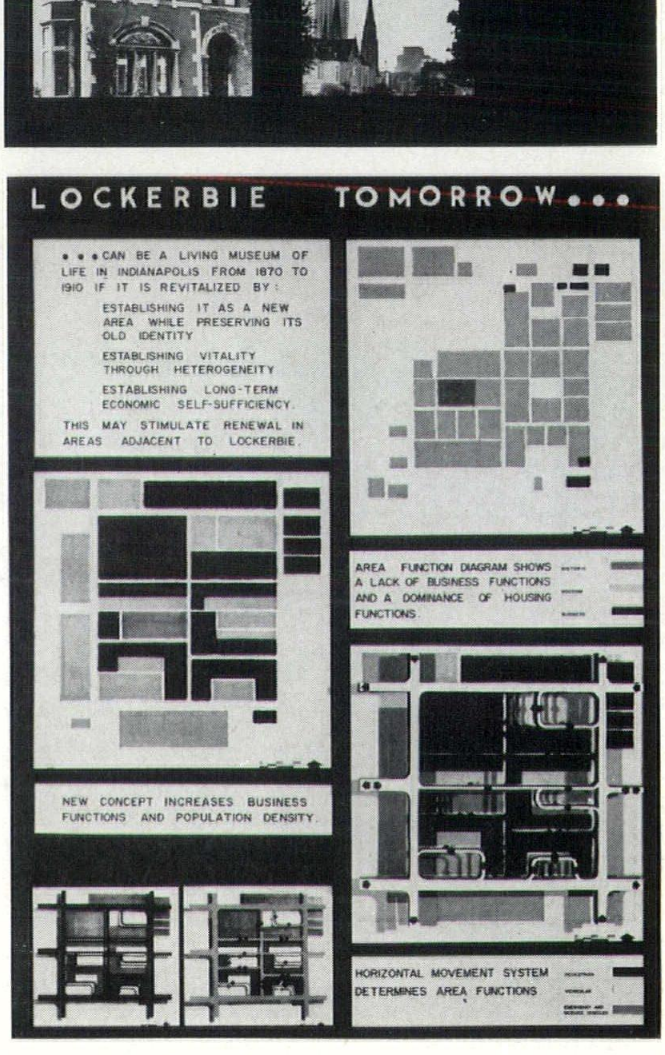
west elevation

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C.B.D. RENEWAL

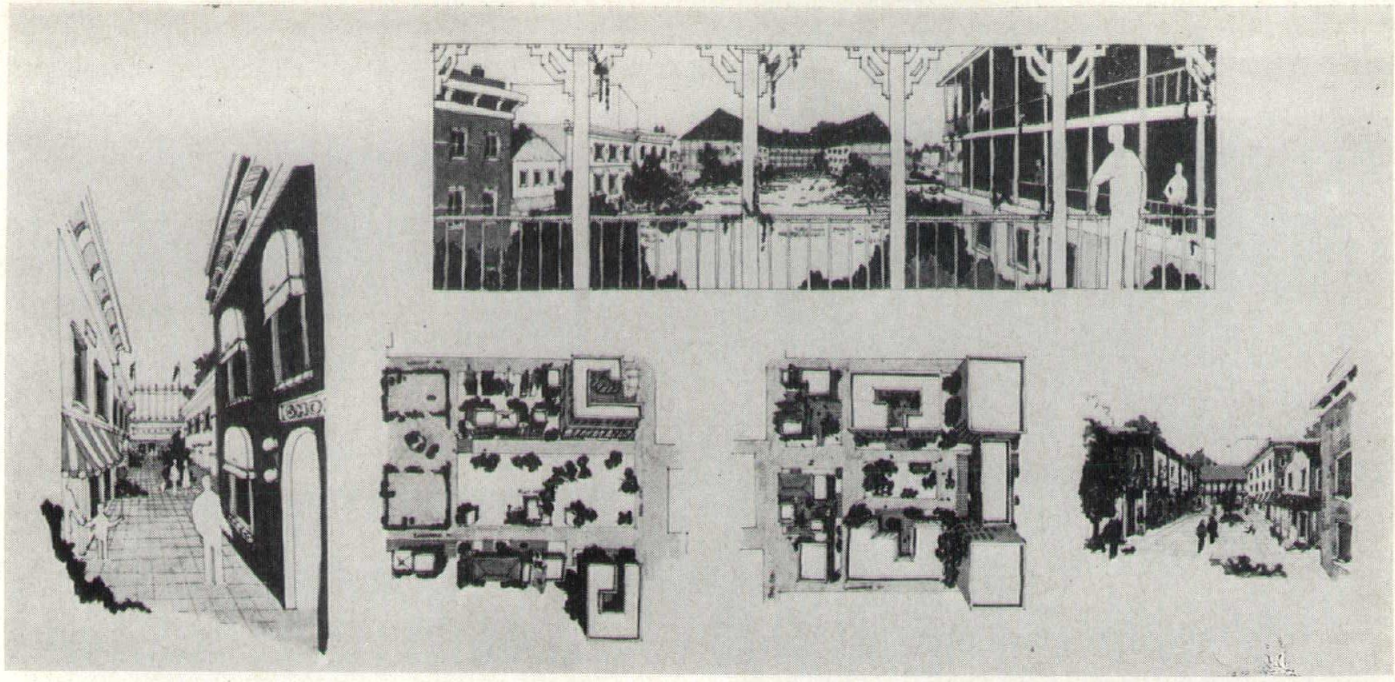




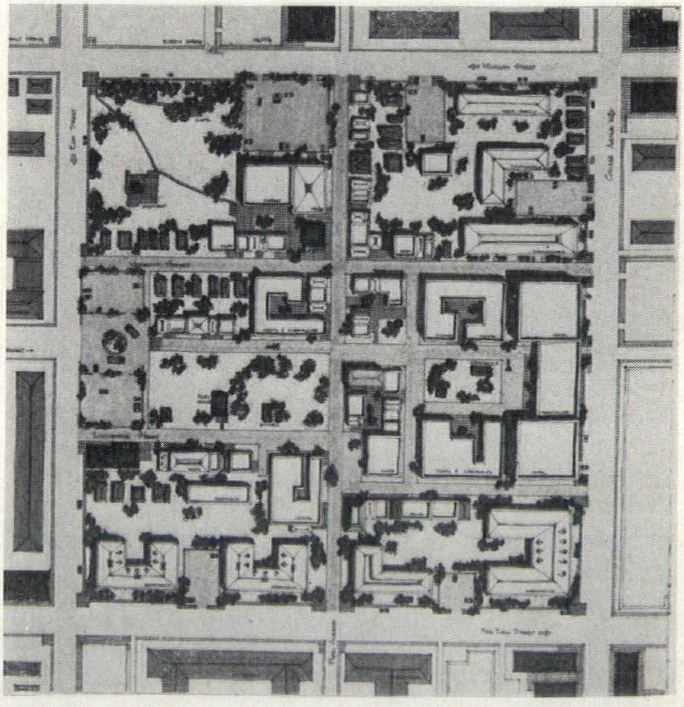


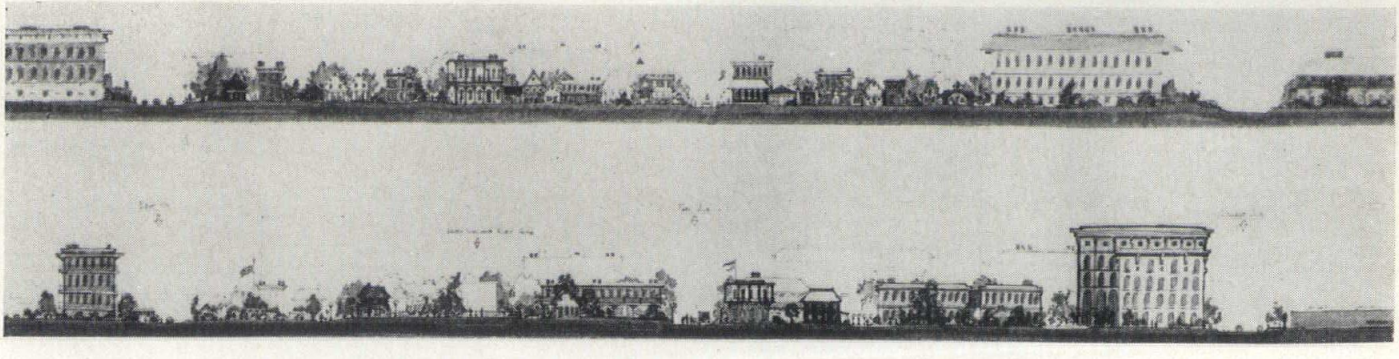
An extensive study of the existing conditions of the historically significant Lockerbie Square area by Greg Gammons and Ed Goodknight uses photography as the major recording tool. A firm knowledge of the potential amenities and existing liabilities (upper left & right) is the basis of the area proposal (right). Understanding of the a-spatial considerations involved in historical restoration can be seen in three of the designers' major goals: Establishment of a new area while preserving its old identity, establishment of vitality through hetrogently, and establishment of long-term economic self-sufficiency.

LOCKERBIE SQUARE RENEWAL

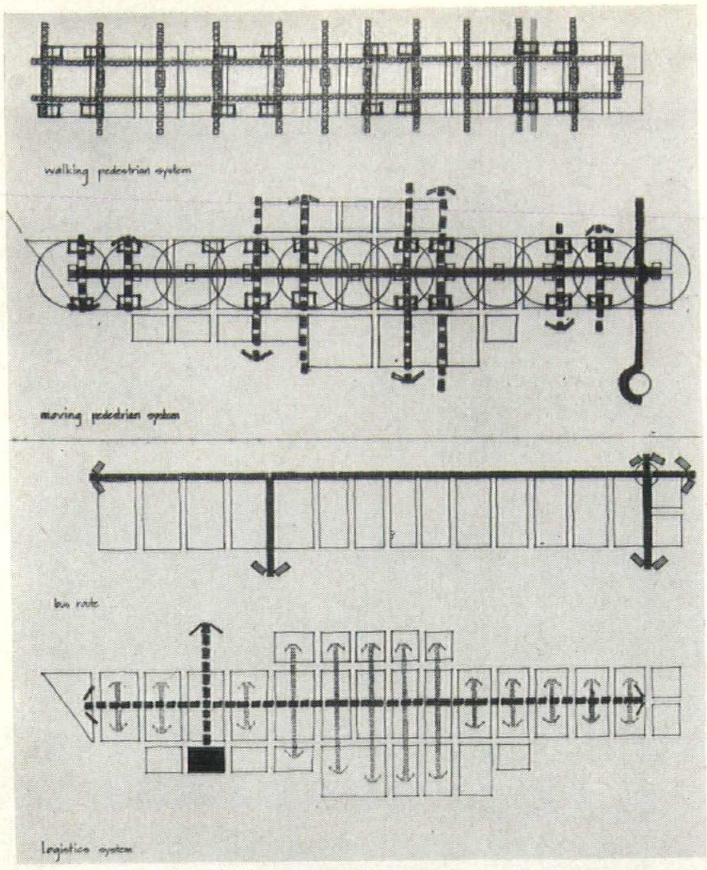


Using information gained from the study shown on the opposite page, Nelson Nave has developed a very comprehensive physical design proposal for the Lockerbie Square area. Maintaining and rehabilitation of historically significant buildings, limiting of automobile traffic to the periphery of the site, and creation of an exciting, viable, historic area are some of the design criteria that used in obtining the design proposal shown in sketches (above), plan (right), and elevation studies (below).

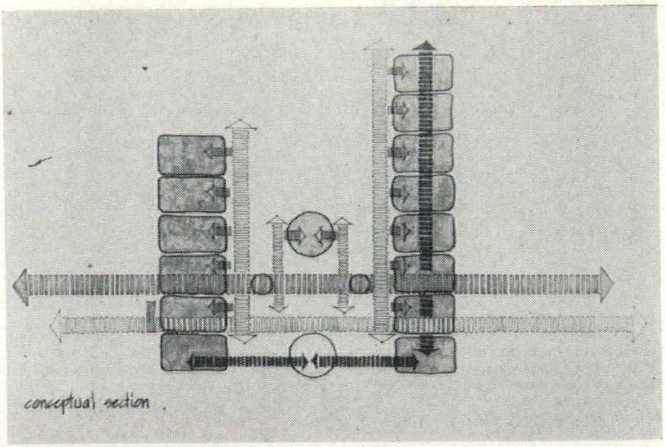


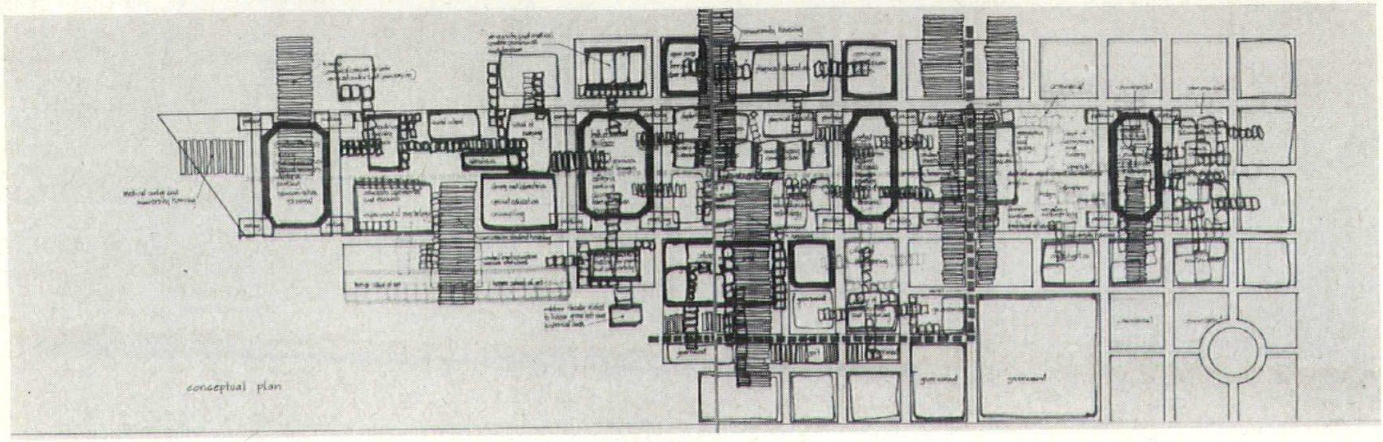


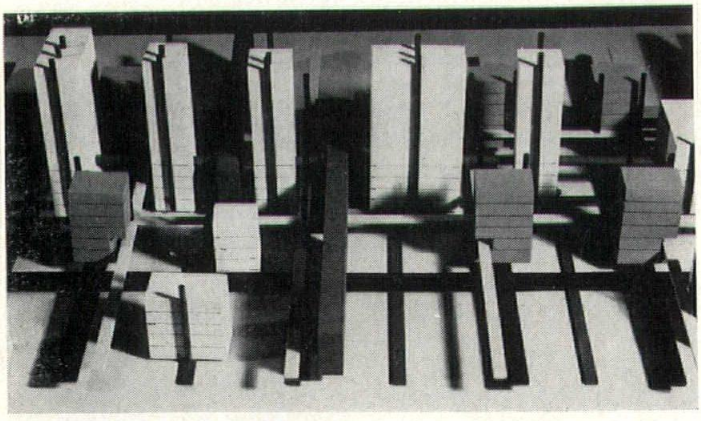
LOCKERBIE SQUARE RENEWAL



Craig Mullins' project involving the design of a new Indiana University-Purdue University — Indianapolis campus involved an extensive study of the numerous sub-systems (left) that comprise a total University framework system. The conceptual secion (below) illustrates the vertical organization of the high-density educational facility that permits both vertical and horizontal flexibility.

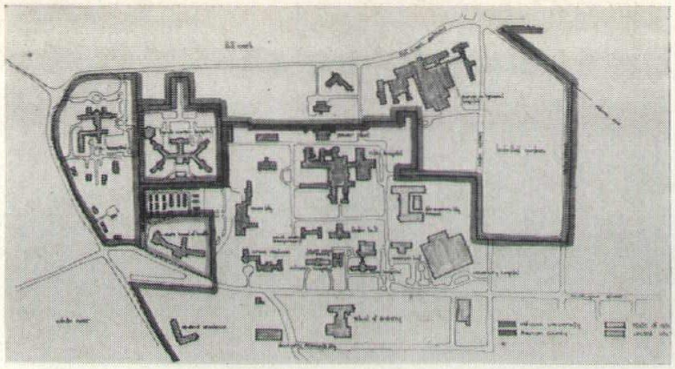


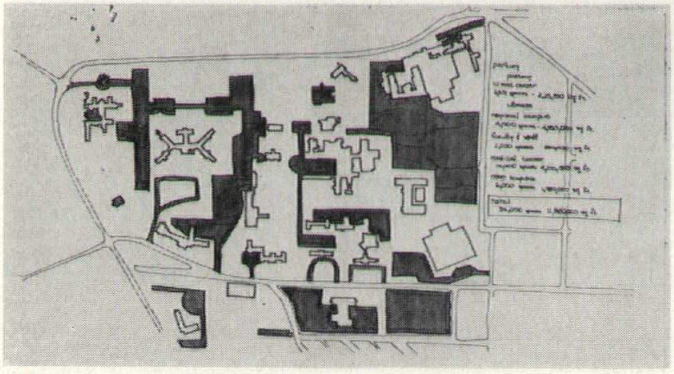


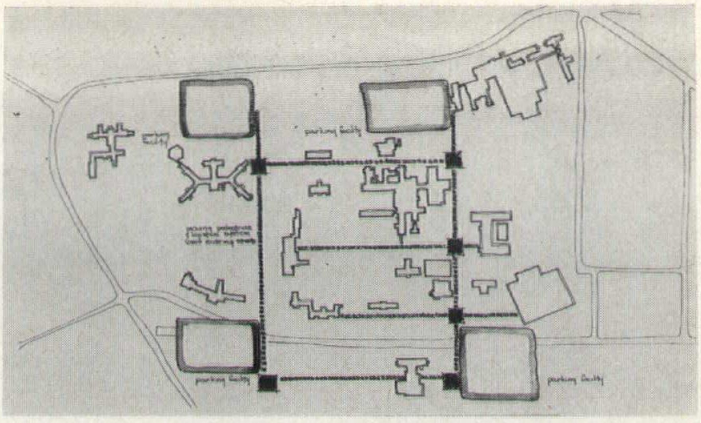


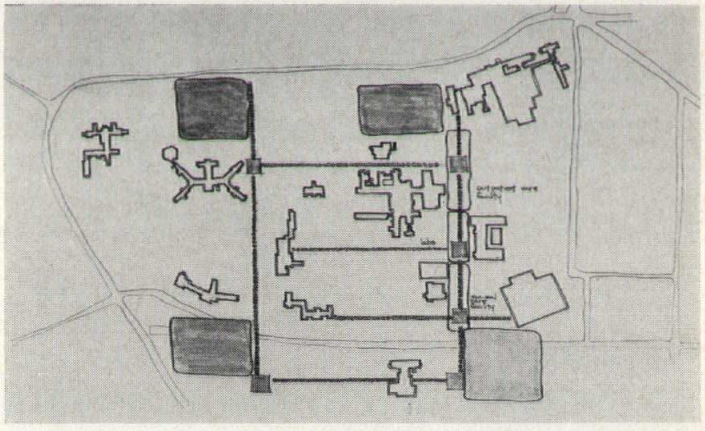
The complexity of the numerous interactions between the infra-structure and space sub-systems (above) led the designer to develop a three dimensional design tool (left) in order to formulate a comprehensive and valid design approach in attempting to solve his complex problem.

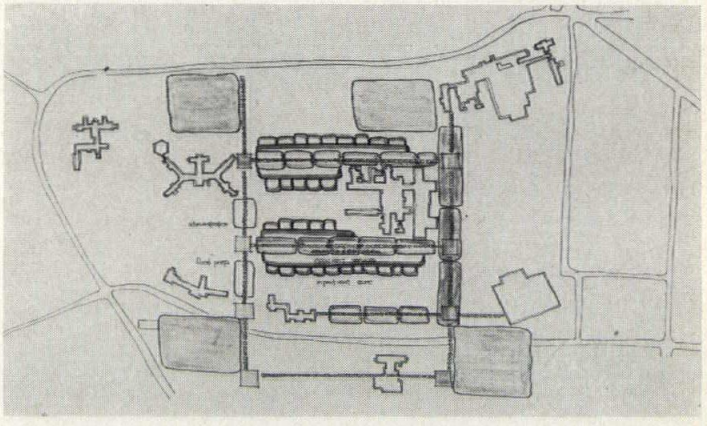
I.U. - P.U. IND'P'LIS CAMPUS

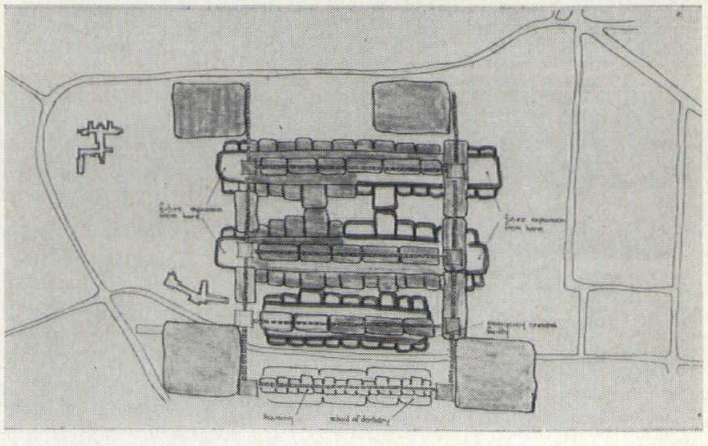


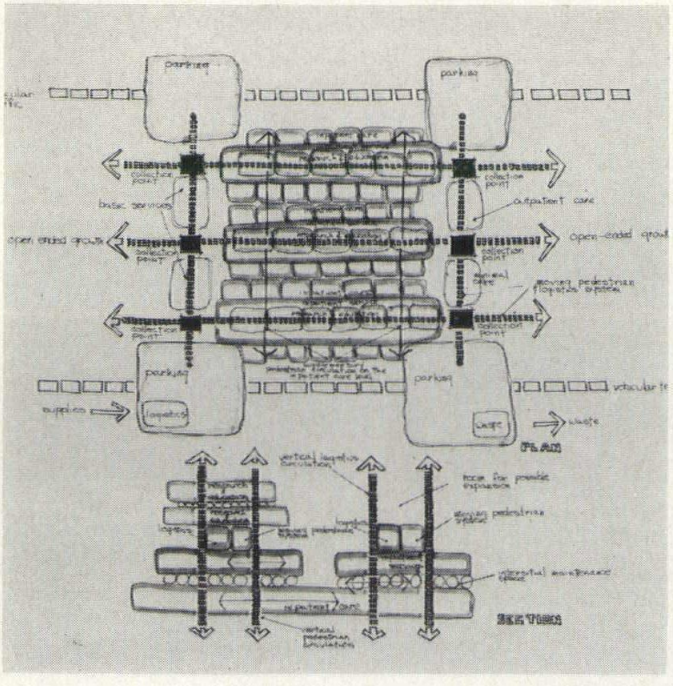






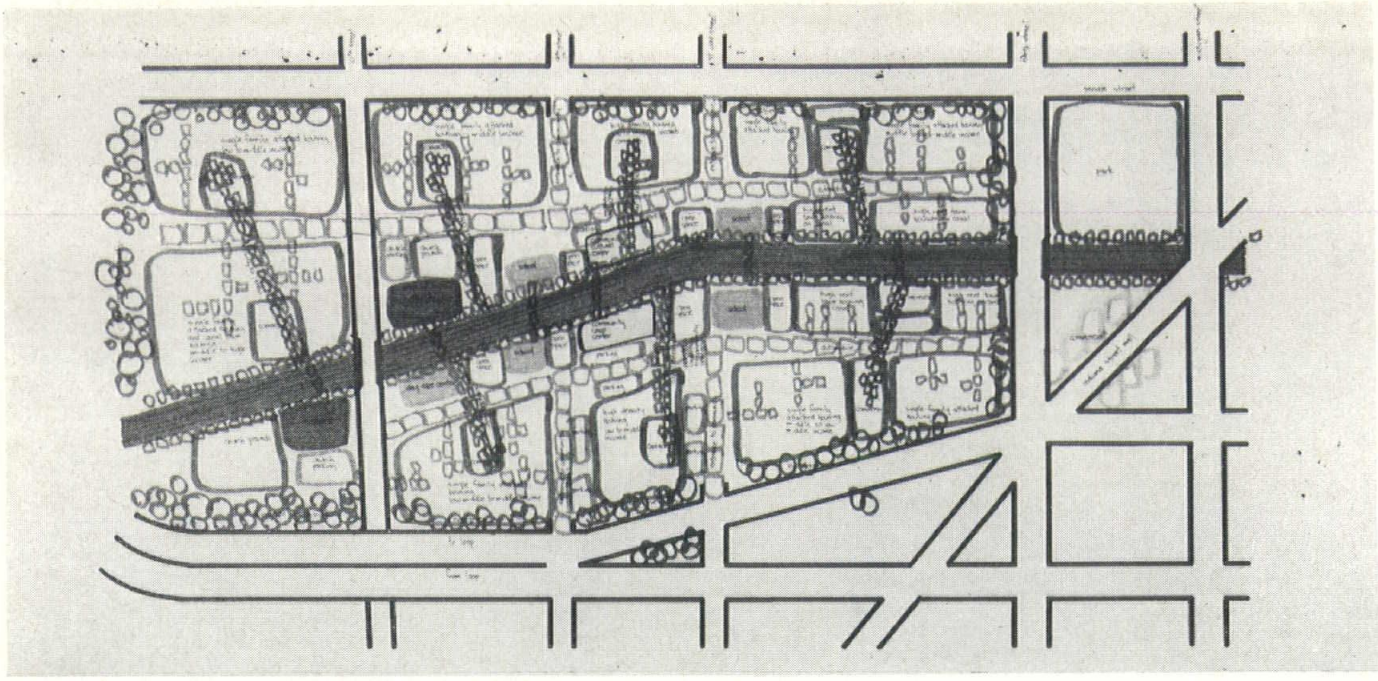


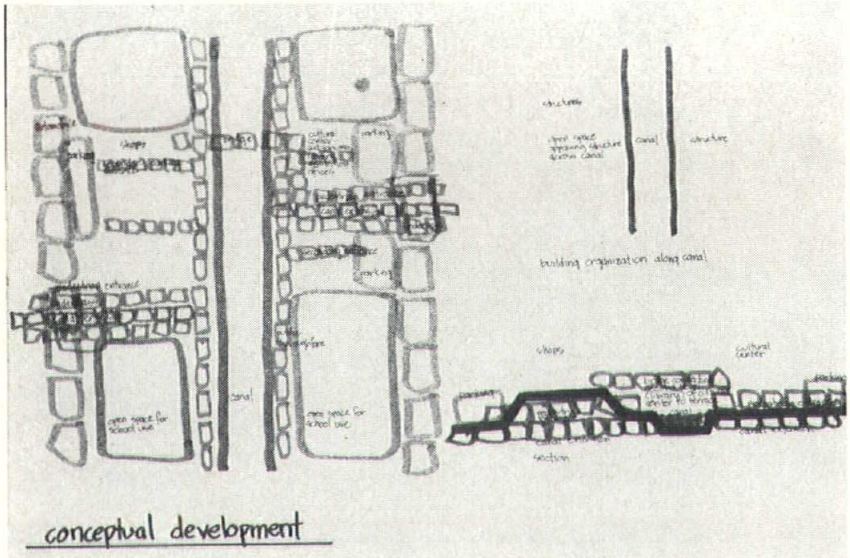


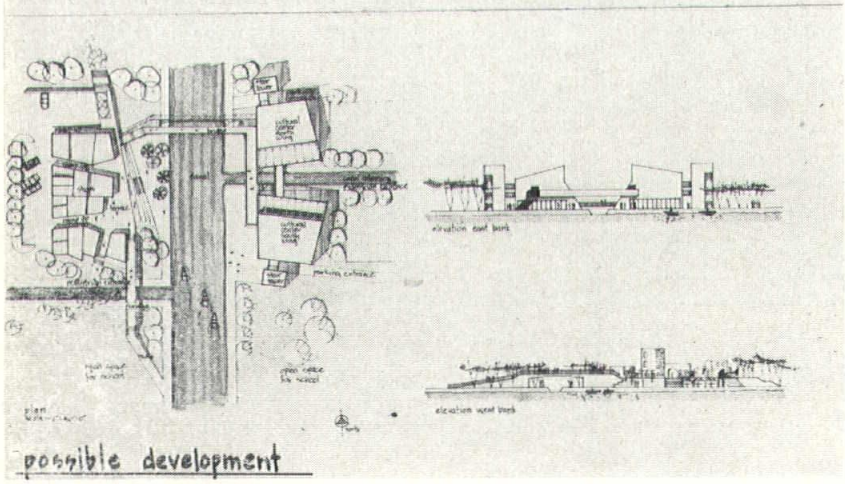


An attempt to formulate a thirty year expansion and rebuilding program for the total Indianapolis Medical Center, which includes five hospital complexes, was the project undertaken by Philip Wisley. An extensive study of existing conditions (above) disclosed an immediate need for an efficient logistics supply system, medical care, research, and educational space, as well as an extensive parking capability. These needs led the designer to a solution based on a vertically zoned, parallel-linear system (beow) that can be phased so as to permit existing facilities to function while the new "Mega-Medical Center" is completed (right).

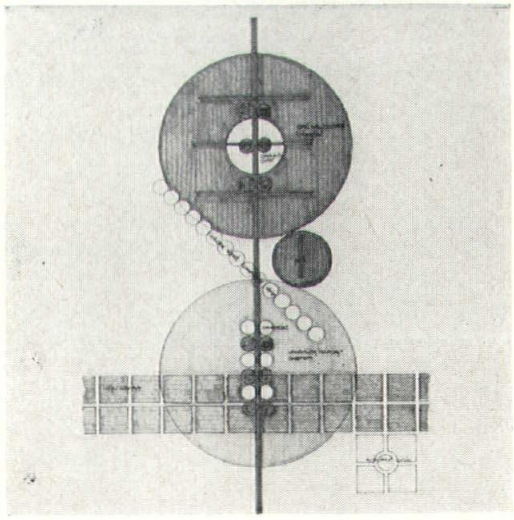
MEDICAL CENTER



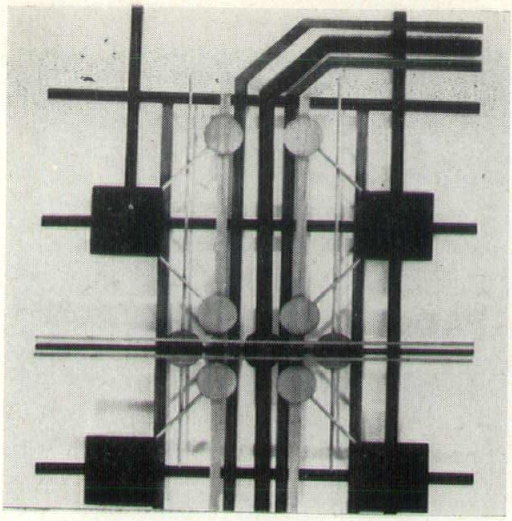


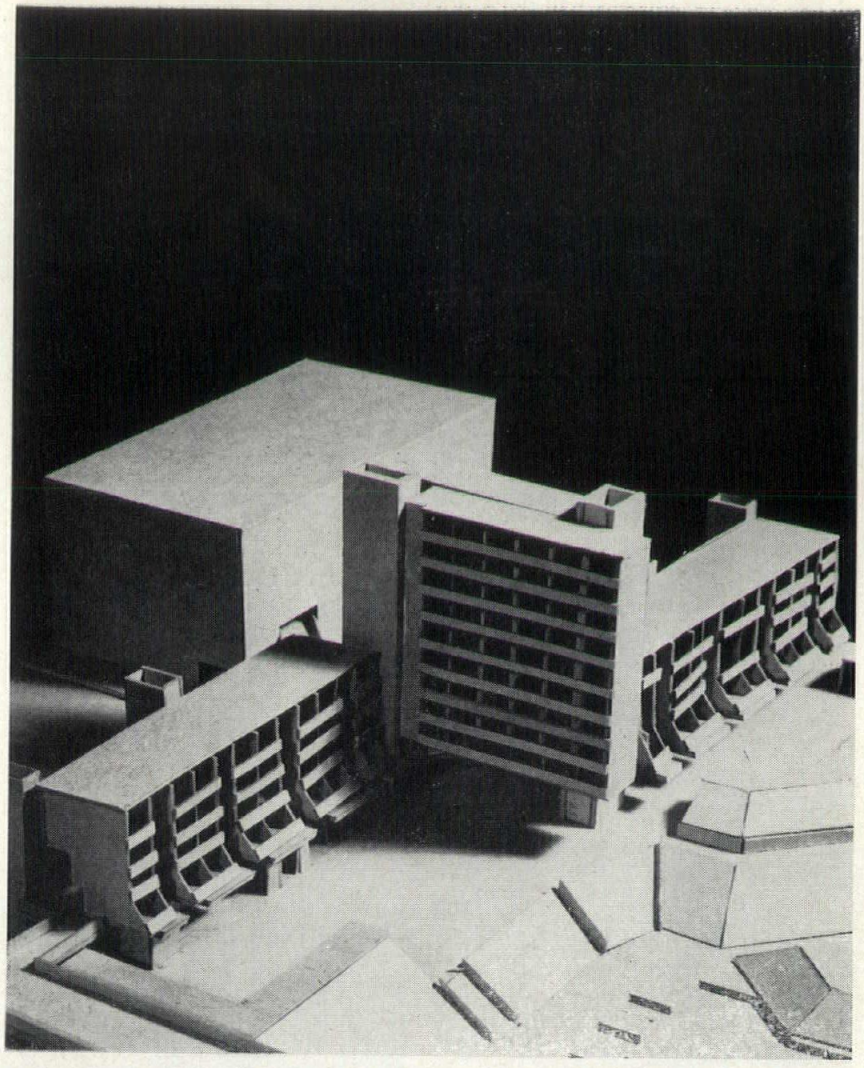


A design study that shows comprehensive investigation at all scales is Dan Ludington's proposal for renewal of the Water Company Canal and its surrounding area. The "Master Concept Plan" (below) concerns itself with the effect that the development of the numerous amenities inherent in his unique urban element will have on the entire north-west quadrant of the inner city. The "Neighborhood Concept Plan" (above) shows in greater detail the design goals that were worked toward. Among these are: Horizontal zoning of automobile traffic, development of a continuous public space paralleling the canal and occupied by public buildings, and the structuring of mixed-income housing to form viable, high-density neighborhoods. The design of a community center (left) is an example of a public building and public space benefiting the most from their immediate proximity to the canal.

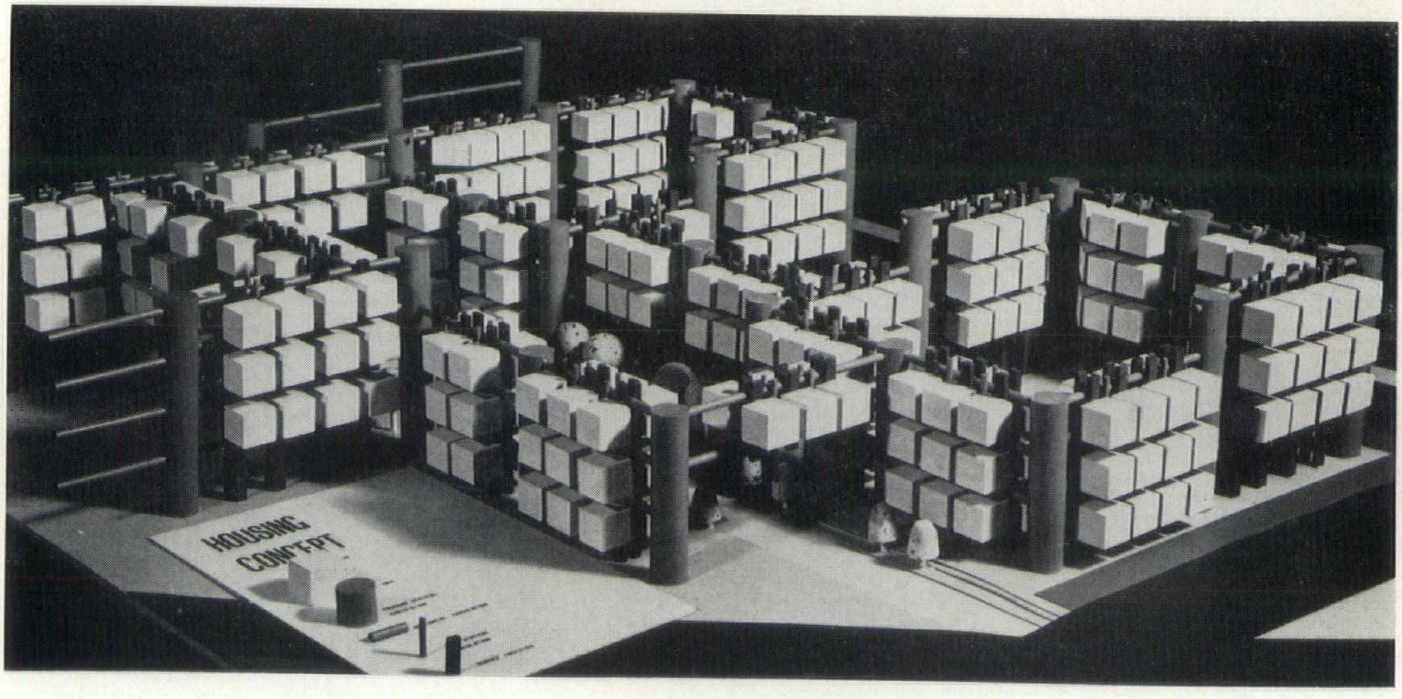


CANAL AREA RENEWAL

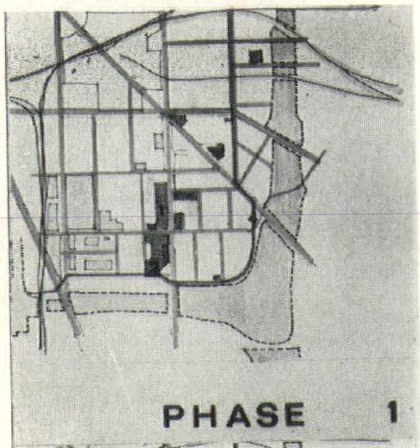


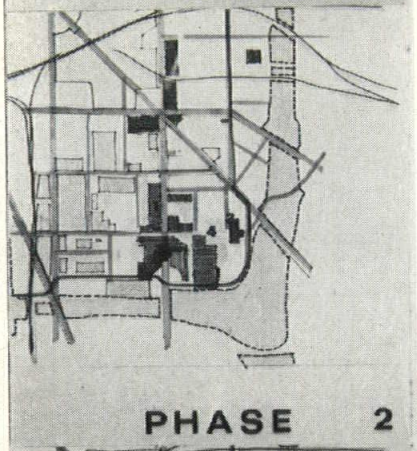


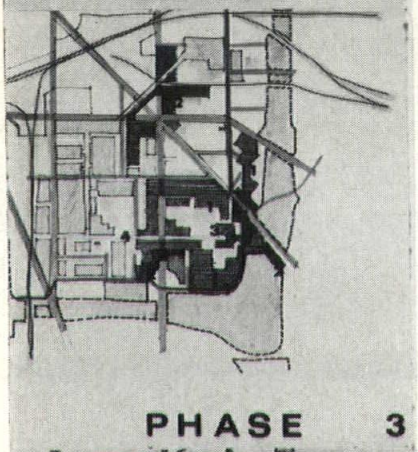
Eric Anderson's project involving housing along the canal maintains the public open space immediate to the canal in the concept diagram (above). The model (right) shows how the canal banks can be sculptured to form small scaled recreation spaces while still respecting the physical linearity of the canal. The design of the residential complex shows how views up and down the canal can be acheived as well as how high and low density housing can be combined so as to strengthen the spatial qualities inherent in the relationship of canal to the urban fabric." Mike Holtz's study of canal neighborhoods led to the development of a unique planning and design tool (below) which enables a designer to manipulate the components of a residential neighborhood.

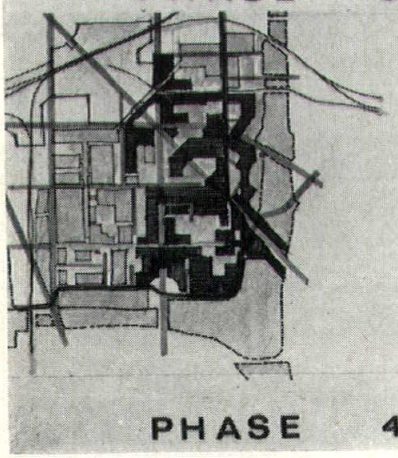


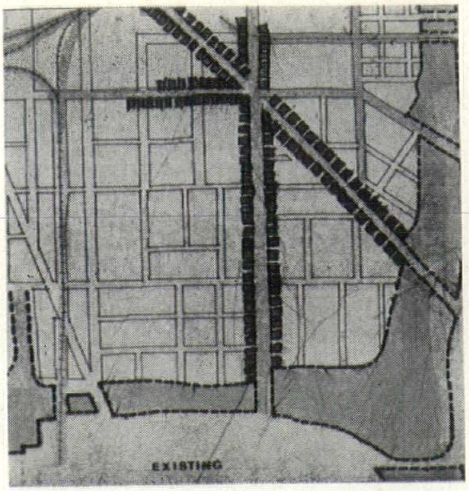
CANAL AREA RENEWAL

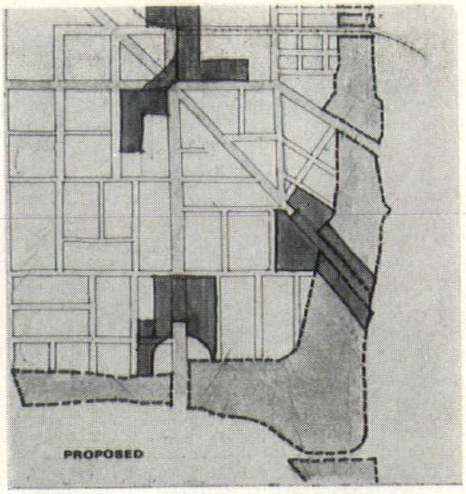




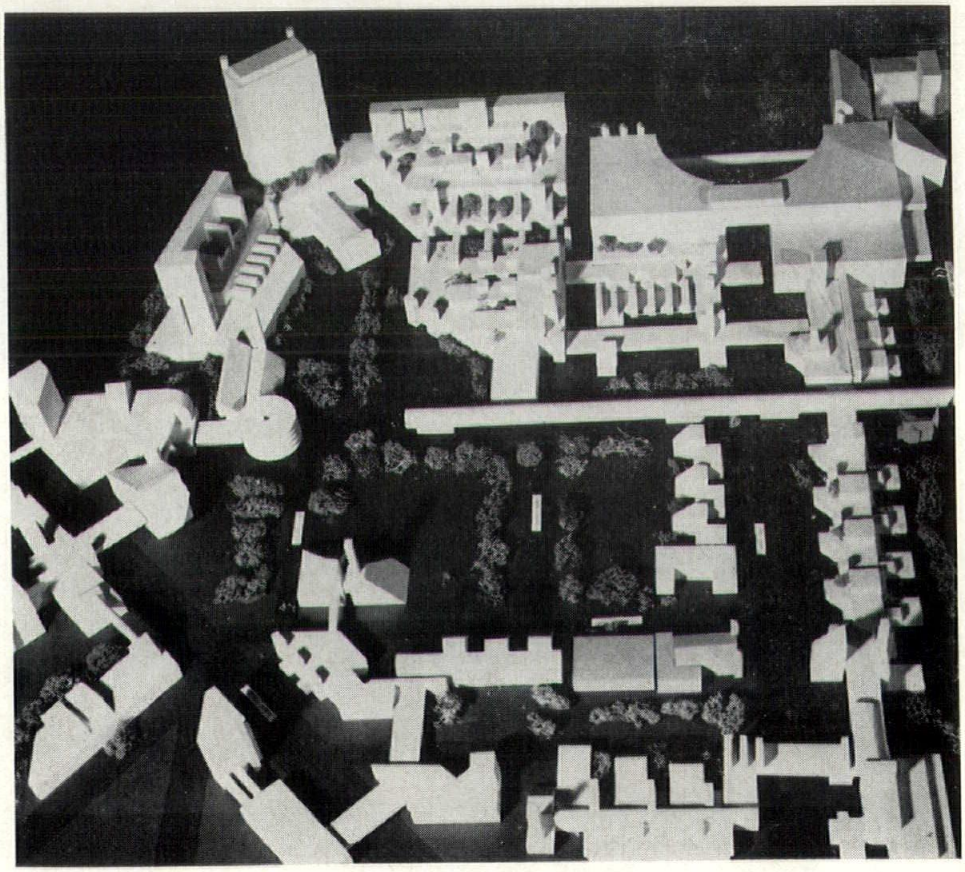




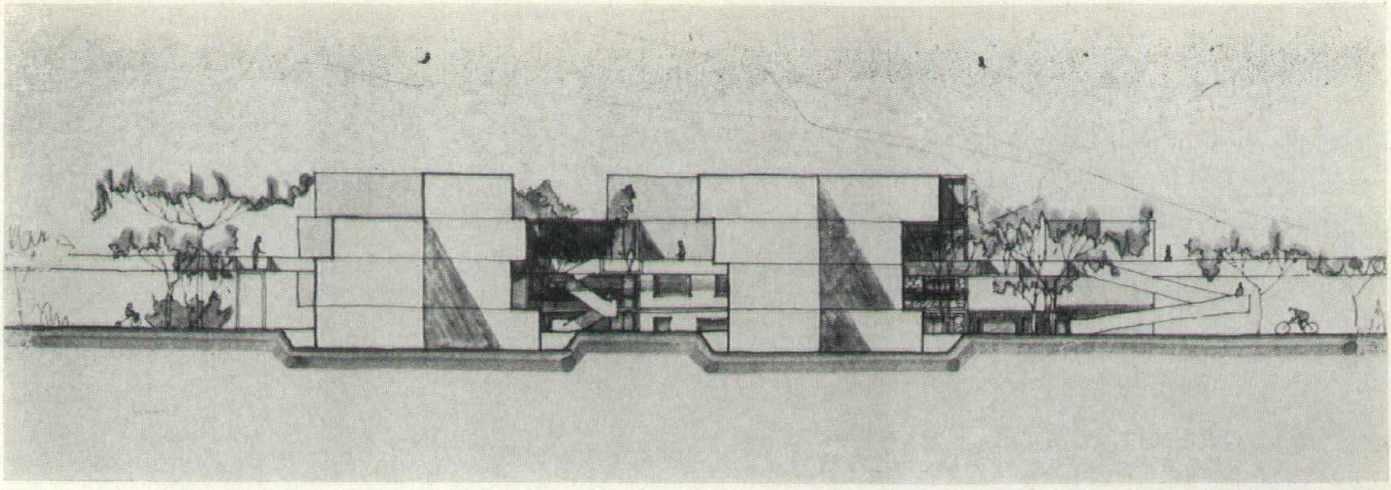


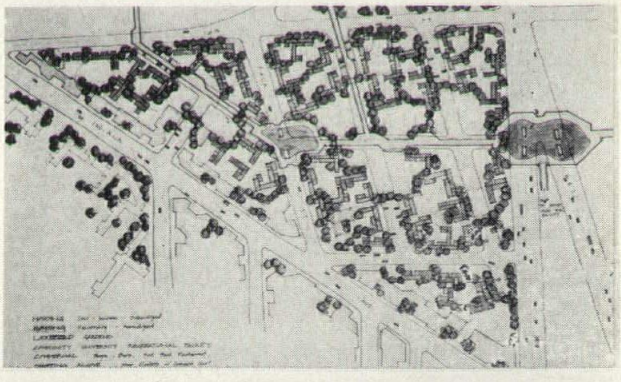


The team of Jim Underwood and Barry Smith undertook a comprehensive study of a large portion of the South-East quadrant of the Inner City. Included were studies of existing conditions and the future growth patterns of such physical urban planning elements as transportation systems, commercial (above), industrial, residential, and institutional land-use, as well as recreational and open space. Research was also undertaken to obtain important sociological, economic, and cultural information. The affects of phasing such a large scale project are seen in the four chronological, implementation studies (left) that are based on critical stages acheived, rather than a strict time-table. The designer's ability to formulate a physical design statement can be seen in the model (below). Included in the proposal is the creation of a series of high-density, multi-function, structures that border and take advantage of the large open space created by the depressed Interstate highway, a "Gateway" to, and usable open space in, the Inner City.

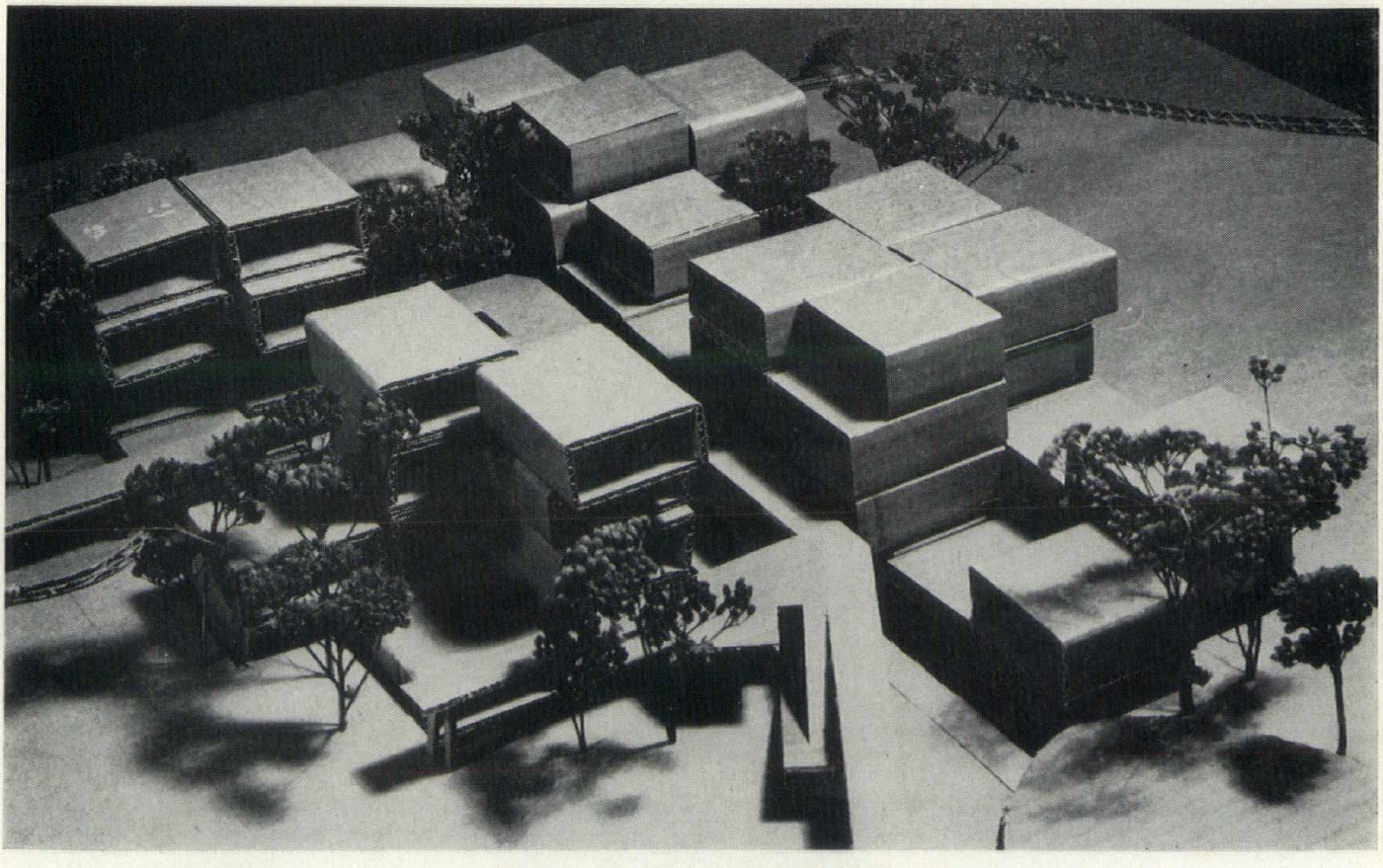


NEIGHBORHOOD RENEWAL

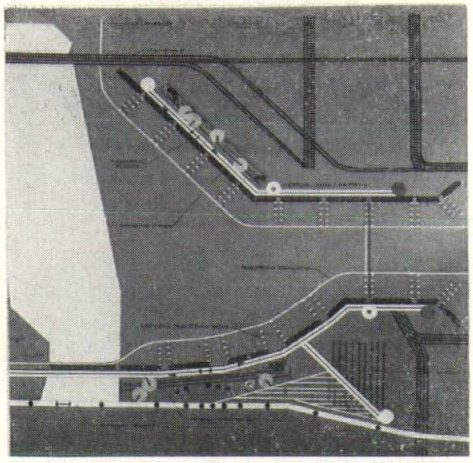


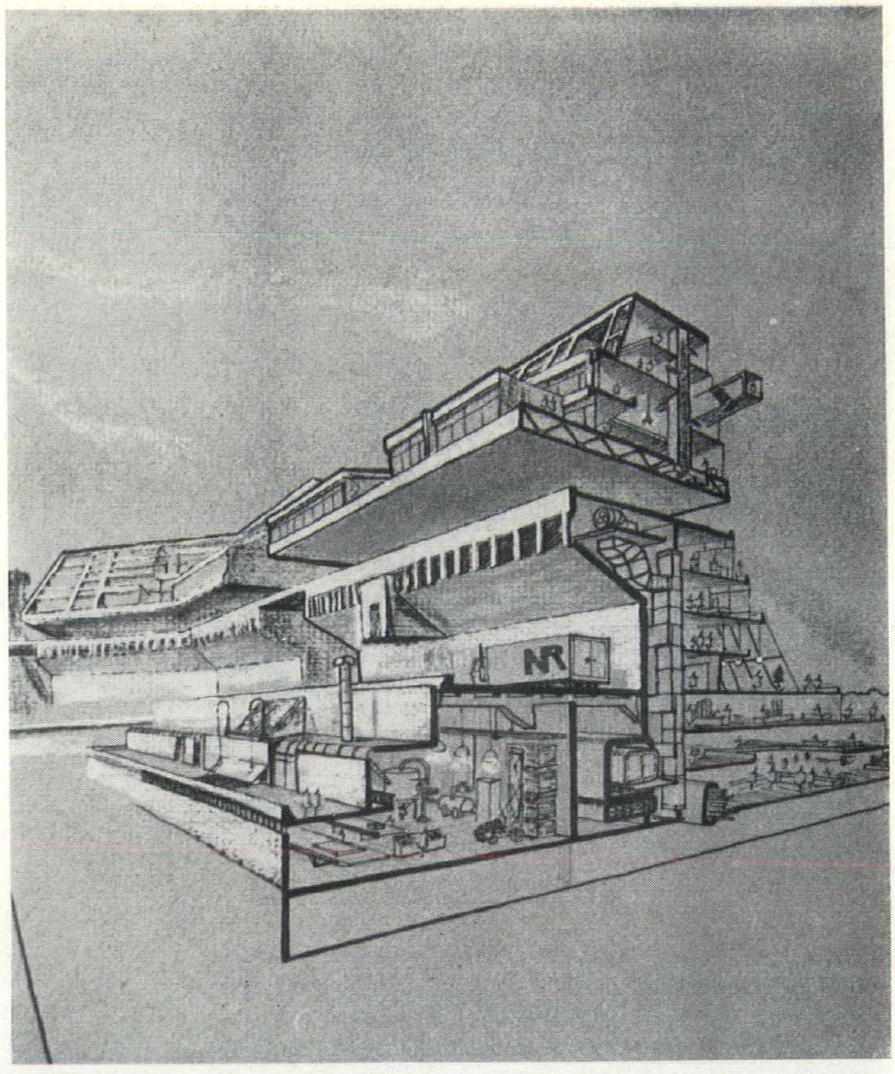


The renewal of a high-density, residential neighborhood in the North-West quadrant of the Inner City, employing "advocacy planning" as the process, was the object of the project undertaken by Elwood Jee. The clustering and stacking of modular, industrialized, residential units, along with the development of a second-level, pedestrian walkway network, create a system of private and public spaces that orient the residential areas inward and the redevelopment Indiana Ave. commercial strip outward. The designer's ability to manipulate solids and voids at an urban scale can be seen in a residential cluster section (above), the site plan (right), and an aerial view of a cluster (below).

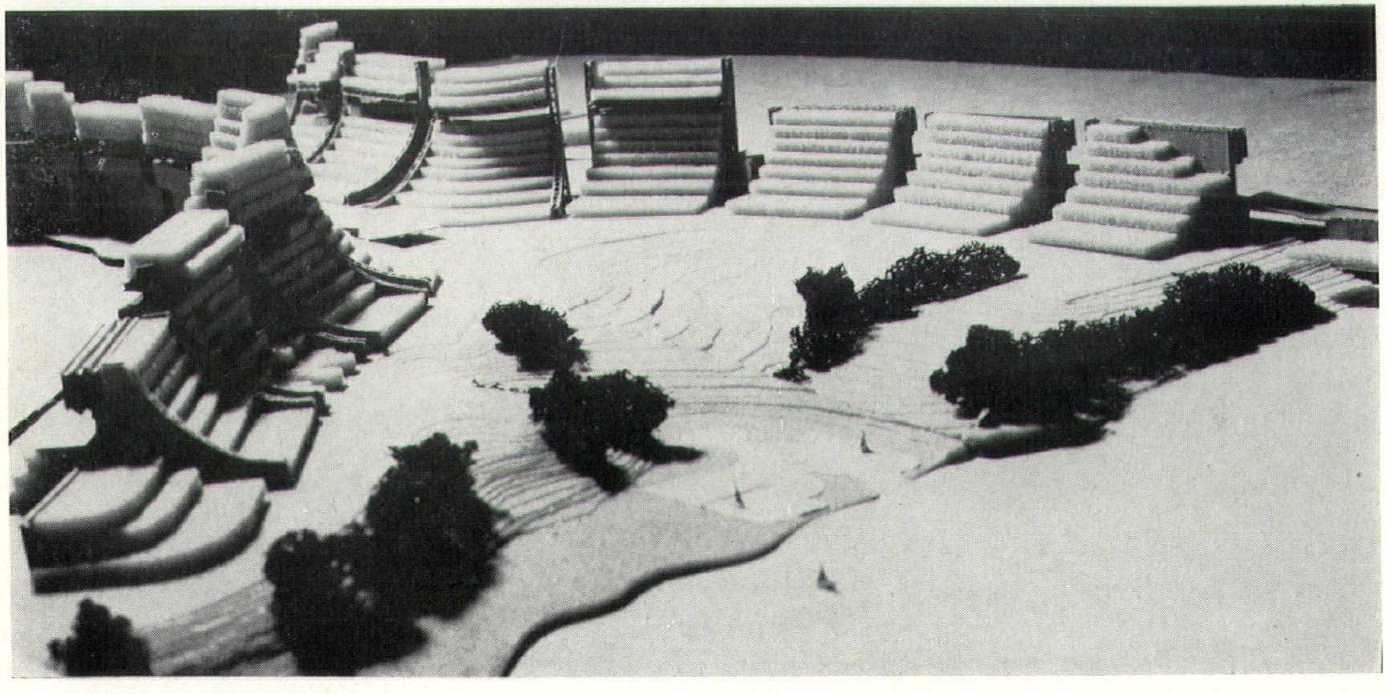


NEIGHBORHOOD RENEWAL





Dale Stephens' design proposal for the potential future development of the Hygrade property is based on such inherent site amenities as its proximity to the CBD and the White River. The diagramatic plan (above) and aerial view (below) illustrate the concept of intergrating service, movement, mechanical, and structural sub-systems to form the spines of two continuous linear structures that open to the river and create a large usable open space between. The perspective section (right) shows the exterior expression of the vertical zoning employed in these multi-functional structures containing light-industrial, office, and residential levels.



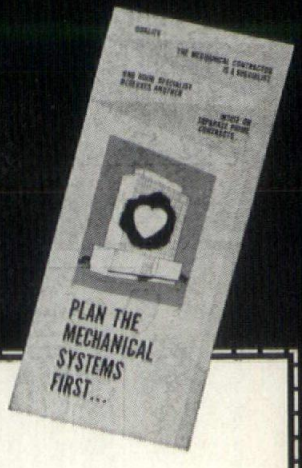
NEIGHBORHOOD RENEWAL

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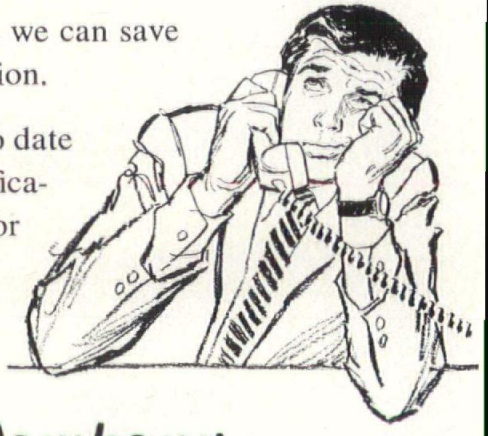


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NEWS

WARREN MILLER FAIA, distinguished Terre Haute architect and longtime member of the Indiana State Board of Registration for Architects, passed away in Terre Haute January 17th.

Mr. Miller had founded his firm at Brazil, Indiana, in 1912, and retired in 1964. He was elevated to Fellowship in The Institute for service to the public and the profession. A native of Terre Haute, he received his degree in architecture from the University of Pennsylvania.

Mr. Miller had been extremely active in professional affairs, and also served on the National Architectural Accrediting Board and the National Council of Architectural Registration Boards.

He is survived by his widow, Martha, and his nephew, Ewing H. Miller, who now heads the firm founded by his uncle.

A I A

Program details have just been announced for the 1970 AIA Convention at Boston June 21-25. The convention will open Sunday for registration and the McGraw-Hill (Dodge) party at the Boston City Hall. The first seminar session on Monday, June 22, will feature the keynote address by one of the convention's two main speakers, United States Senator Edmund S. Muskie of Maine, followed by a preservation workshop that afternoon. The Investiture of Fellows and the President's Reception will be held at the Boston Museum of Fine Arts Monday evening.

On Tuesday morning, labor leader and UAW President Walter Reuther will deliver the annual Purves Memorial Lecture, followed by the second preservation workshop. The host chapter party Tuesday evening will be on George's Island in Boston Harbor.

Wednesday will highlight a preservation and workshops on "The Physical Environment: Commitment to Action," and the convention in Boston will close on Thursday evening with the Medlaists' Ball. The convention will reconvene in London, England, for those desiring to make the trip.

A I A

Harry Eggink, fourth year student in the College of Architecture and Planning at Ball State University has been named recipient of the first annual Braughton-Schuster's Block Scholarship. Charles W. Braughton, Schuster's president, and James Harris, general manager, presented the check to Mr. Eggink early this year.

Mr. Eggink is the Regional Director of the Association of Student Chapters of the American Institute of Architects, and the son of Mr. and Mrs. Anthony Eggink of Elkhart, Indiana.

A I A

Six Indiana architects participated in the 1970 Annual Public Affairs Conference sponsored jointly by the American Institute of Architects and the Consulting Engineers Council. ISA President Wallace Given AIA (Evansville), Past President John Fleck AIA (Indianapolis), NIC President James Schenkel AIA (Fort Wayne), CSI President John Trueblood AIA (Indianapolis), Indianapolis Chapter President Carl Bradley AIA (Fort Wayne) represented the Indiana architectural profession.

Included in the two-day session of briefings on national legislative matters was a dinner reception for Indiana Senators, Congressmen and their aides, and representatives from the Departments of Housing and Urban Development, Health-Educational and Welfare, and Post Office.

Guests at the dinner included:

Alfred E. Perry, Director of Operation Breakthrough, Department of Housing and Urban Development.

David E. Wells, Chief Counsel for Federal Highway Administration, Department of Transportation.

Walter A. Meisen, Director of Design Services Division, General Services Adminstraton.

Robert E. Philpott, Special Assistant to Assistant Secretary Harold B. Finger for Research and Technology, Department of Housing and Urban Development.

Calvin C. Nodgaard, Director of Design, Bureau of Facilities, Post Office Department.

Donald A. Koss, Chief Architect, Bureau of Facilities, Post Office Department.

Owen M. Cornell, Deputy Assistant for Congressional Relations, Department of Housing and Urban Development.

M. L. Jackson, Senior Assistant for Congressional Relations, Department of Housing and Urban Development.

Dr. T. W. Adams, Professor, Federal Executive Institute.

Anthony O. Friedman, Executive Assistant to Senator Birch Bayh.

Dr. Karl O'Lessker, Legislative Assistant to Senator Vance Hartke.

Robert Acker, Legislative Assistant to Representative Earl F. Landgrebe.

Donald W. Ruby, Legislative Assistant to Representative Richard L. Roudebush.

Robert C. Junk, Administrative Assistant to Representative Roger H. Zion.

Joseph M. Rees, Assistant to Administrative Assistant to Senator Birch Bayh.

A I A

The American Institute of Architects, co-operating with Computer Technology, Inc., Dallas, Texas, will present a four session series entitled "Practical Computer Applications in Architecture," as part of the AIA's Professional Development Program for 1970.

Each of the four sessions will be of 1 1/2 days duration, and will be completely self-contained so that participants may attend any or all sessions as desired. The first four session series will be conducted at the Harvard Graduate School of Design, Cambride, Massachusetts, according to the following schedule:

March 6-7 BUILDING PROGRAMMING AND SCHEMATIC DESIGN

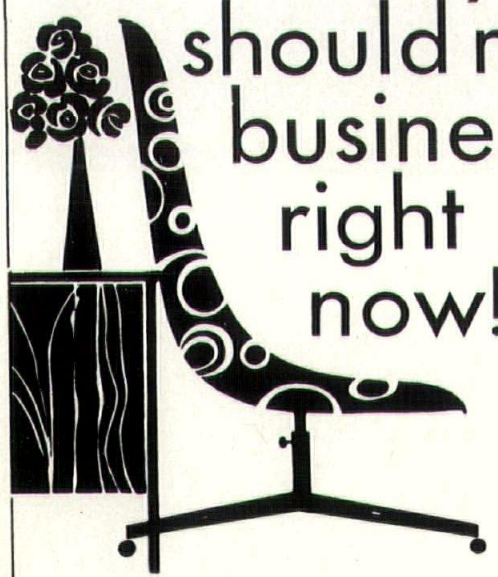
March 20-21 DESIGN DEVELOPMENT APPLICATIONS

April 3-4 SCHEMATIC AND CONSTRUCTION COST APPLICATIONS

April 17-18 CONTRACT DOCUMENT APPLICATIONS

The fee for the course for AIA members if $100.00 per session, and the series will be repeated in Chicago in May, San Francisco in August, and Atlanta in October.

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ABC NEWS

Governor Edgar Whitcomb has appointed the eighth industry representatives on the Administrative Building Council. The appointments were announced Monday, March 2nd.

Richard T. Barton AIA, Fort Wayne, and Nathan A. Carras AIA, Hammond, are the two architects appointed, and R. Duane Monical PE, Indianapolis, and Paul O. Berg PE, Fort Wayne, will represent the engineering professions.

Edward L. Roehm, Vanderburgh County Building Commissioner, is the local building official appointed to the Council, and Ward Inman, Building Trades Council of Bloomington, will be the labor representative.

Charles F. Stickler, Stickler Plumbing and Heating, Inc., South Bend, is the contractor representative appointment, and A. William Carson, Indianapolis, Executive Secretary of the Indiana Homebuilders Association, is the representative of the public.

The eight appointments, which have been vacant since the new ABC Act became effective July 1, 1969, are required by the Act. Other Council members are the Secretary of the State Board of Health, Commissioner of Labor, and State Fire Marshal.

State Building Commissioner Charles J. Betts FAIA has issued the first administrative clarifications on the 1969 Administrative Building Council Act and the two new chapters which were added to the State Code last Fall.

The Administrative Building Council has jurisdiction over building safety requirements in all buildings to which the public has access excepting farm service buildings and one- and two-family private residences.

As in the past, plans and specifications for all projects must be prepared and certified to by an architect or professional engineer registered in Indiana for all projects (except those exempted above) if the project contains 30,000 cubic feet or costs more than $10,000, whether new construction or remodeling. Plans and specifications for building under these exemptions still must be filed with the Administrative Building Council, but need not be prepared by a registered architect or engineer.

These plans and specifications, accompanied by a properly executed Certificate of Compliance, must be submitted to and approved by the Council before a local building permit can be secured. The plan examination fee, based upon the complexity of the building and its size, must be paid at the time of filing.

Construction of the project, as well as design, must now be under the general observation and supervising of an architect or engineer.

The Building Rules and Regulations now in effect are:

Volume I, Building Rules and Regulations.

Volume II, National Electric Code.

Volume III, Plumbing Rules and Regulations.

Volume IV, Heating. Ventilating and Air Conditioning.

Volume V, School Construction Rules and Regulations.

Volume I and III have been reprinted with revisions and additions, and are now available from the Administrative Building Council, State Office Building, Indianapolis, Indiana 46204. Volume II is available from the National Fire Prevention Association, 60 Batterymarch, Boston, Massachusetts 02110.

The Life Safety Code (NFPA 101) and the Gas Appliances and Piping Code (NFPA 54) both are part of the state code by reference, and can be secured also from the NFPA.

Volume I contains two new Chapters which became effective for planning purposes March 1. These are Chapter 48, Glass and Glazing, providing for glass safety in hazardous locations, and Chapter 49, Public Buildings and Facilities Accessable to and Usable by the Physically Handicapped, which applies to all publicly owned buildings.

The effective date of Chapter 48 for replacement of existing glass has been postponed; a new date will be announced.

Included in the changes authorized by the General Assembly was the addition of at least one field inspector for the Council in each of the eleven congressional districts. These inspectors will check the constructon of new buildings, plans for which have been approved by the Council, stop construction of buildings which have not been filed and approved, and generally oversee the construction in each district. They will work closely with the local building officials, and will not replace the inspection work of the State Fire Marshal.

A new clarification and interpretation of the state code requirements as they relate to Group H occupancy in Type V construction also is available.

AN EDITORIAL

To evaluate a construction project before it is constructed doesn't make much sense; this is why architectural awards are based on finished projects, not renderings. A lot can happen betwixt and between.

So it should be with the "experimental" school building project at Dale, Indiana. The reasonable and proper proceedure would be to permit the project to be finished and then evaluated as to its good features and its bad. Unfortunately, this is not the proceedure now being followed.

Among the claims for Dale already made are that this would be Indiana's first "pre-engineered" school building, that it is costing up to $10.00 per square foot less than "conventonal" construction, and that the school will be built in half the time of conventional techniques.

But it is not the claims that are important, it is how accurate any of them are. First of all, is this Indiana's first "pre-engineered" school building? Not by any stretch of the definition. "Pre-engineered" metal buildings have been used on several school projects in Indiana. National Homes Corporation at Lafayette has built several totally pre-fabricated schools in Indiana, going as far back as 1955. "Pre-engineering" or pre-fabrication is not new.

What's more, the school actually being built at Dale is a conventional building, not a "pre-engineered" or pre-fabricated building. Although the Dale experiment was announced as an experiment in pre-fabrication, two of the three lowest bidders (including the succssful bidder) submitted bids on conventional buildings, while the three highest of the eight bids were for "pre-engineered" or pre-fabricated buildings.

Secondly, the Dale project cost $698,161.00, or $18.37 per square foot. Within 25 miles of Dale there is another elementary school, occupied last Fall, which cost less per square foot than the Dale project even allowing for a 1% per month inflation factor. There are schools built all over Indiana that cost no more than the Dale project.

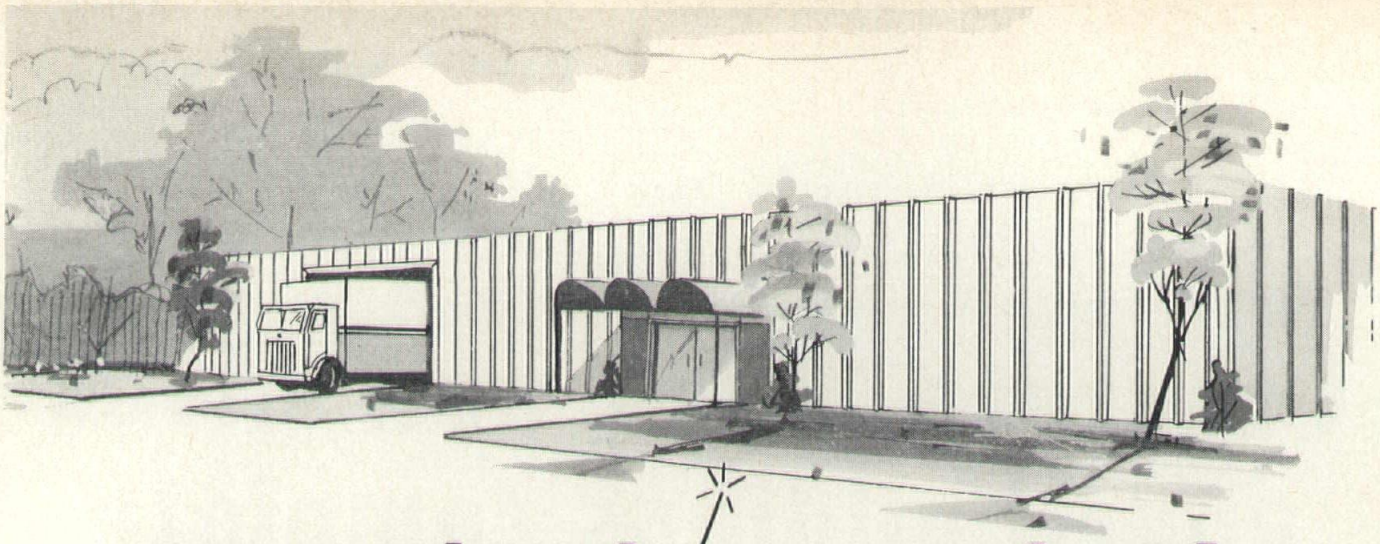
Further, it appears that the $18.37 per square foot cost will not be the total cost of the Dale project, for many items (e.g., chalkboards and tackboards, backstops, many items of kitchen equipment, intercom system console, soap and towel dispensers, etc.) were excluded from the contract.

Finally, in terms of construction time, the Dale experiment was authorized in March of 1969. Bids were taken in October, 1969, and the school will be occupied in September, 1970. This covers a 19 month period from project approval to occupancy, and certainly any conventional elementary school could be designed and built in that period.

The claims for the Dale experiment cannot be substantiated from the facts available today. As an experiment in "pre-engineered" or pre-fabricated school buildings, Dale is a failure; it did not reduce costs, and conventional construction won out there in spite of the announced goals.

But the real danger in circulating these false claims is that progress on true ways to provide better educational facilities at minimum construction and operating costs is obscured and forgotten. Architects daily struggle for ways to hold down construction costs, to offset an inflationary construction cost spiral that eats up an additional 1% per month.

If every interested agency would pledge itself to a serious and sincere attempt to determine what factors influence school construction costs and how these factors could be altered to improve the cost picture, signifi-



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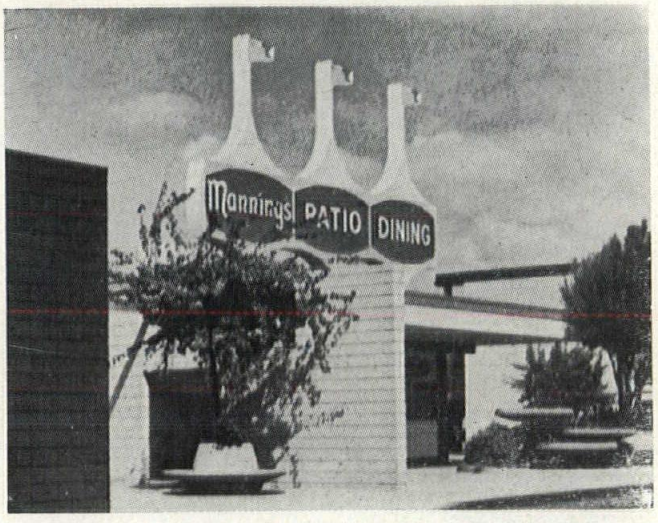
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